



# *Formby and Little Altcar*

**Neighbourhood Development Plan**

**2012 to 2030: Made (adopted) 21 November 2019**



# FOREWORD

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

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

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

We have had to ensure that our NDP is consistent, where appropriate, with the Sefton Local Plan, the February 2019 National Planning Policy Framework, subsequent updates, and guidance notes. Following scrutiny by an examiner and once approved by the community in a referendum, the NDP becomes a legal document and part of the Sefton MBC Development Plan for Formby and Little Altcar.

The plan dates of 2012 -2030 correspond with those of the Sefton Local Plan; the Local Plan has a start date of 2012 as this is the date of the latest population projections used in preparing the plan. (The Sefton Local Plan was adopted in April 2017).

The NDP will direct future development in Formby and Little Altcar to meet the changing needs of the community until 2030. It provides policies regarding development to which planners and developers must adhere. We believe that the Plan addresses the key issues facing Formby and Little Altcar in successfully completing this phase of growth in the town's long history. It also ensures that new housing development is contained within a sensible Settlement Boundary.

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

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

**Cllr Maria Bennett**

**Chair of Formby and Little Altcar Neighbourhood Development Plan Steering Group**



# CONTENTS

## Section 1 Introduction to Neighbourhood Planning

1.1	Introduction to Neighbourhood Planning	Page 7 - 8
1.2	How the Neighbourhood Plan fits into the planning system	Page 8
1.3	What is the Neighbourhood Plan	Page 9
1.4	How this Plan is organised	Page 9 - 13

## Section 2 Introduction to Formby and Little Altcar

2.1	History of Formby and Little Altcar	Page 15 – 17
2.2	Tourism & Wildlife	Page 17
2.3	Key facts for Formby and Little Altcar	Page 18 – 20
2.4	Biodiversity	Page 21 – 23
2.5	Heritage	Page 23 - 24
2.6	Grade II listed buildings a brief description of a few	Page 25
2.7	Listed buildings in Formby and Little Altcar	Page 26 - 27
2.8	Locally listed heritage	Page 28
	Maps 4 to 6	Page 29 – 30

## Section 3 A Vision for Formby and Little Altcar

3.1	Formby and Little Altcar Today	Page 32 – 39
3.2	Constraints of Formby and Little Altcar	Page 40
3.3	Issues that have influenced the vision	Page 40 – 42
3.4	Vision Statement and Core Objectives	Page 42 – 50

## Section 4 Neighbourhood Plan Policies

4.1	Neighbourhood Plan Policies	Page 52
4.2	General Policies	Page 52 – 53
4.3	Housing	Page 53 – 58
4.4	Working and shopping	Page 59 – 61
4.5	Getting around	Page 62 – 63
4.6	Community, leisure and wellbeing	Page 63
4.7	Environment, sustainability and design	Page 64 – 68
4.8	Flooding	Page 69 – 72

## Appendix A Glossary

Glossary	Page 73 - 77
----------	--------------

## Appendix B Maps

Maps 1-9 Shopping Parades (Policy WS4: Vitality and Viability)	Page 78 - 82
Local Green Spaces	Page 83 - 95

# SECTION 1 - INTRODUCTION



## **1.1 INTRODUCTION TO NEIGHBOURHOOD PLANNING**

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

**1.1.2** In March 2013, Formby Parish Council submitted an application to Sefton Council to have the area designated as a NDP Area. Following public consultation on the proposed designation area by Sefton Council, Formby and Little Altcar Parish Councils determined to work jointly to prepare a NDP for the whole of the Formby area. This was approved by Sefton's Cabinet in September 2013. The Designated NDP Area is shown in Map 1 and Map 2 shows the Parishes within the NDP Area and are on Page 12.

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

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

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

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

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

**1.1.7** The Plan has been developed through extensive consultation with the people of Formby and Little Altcar and others with an interest in the town. Details of the consultation have been recorded in a series of reports that are available to download from Formby Parish Council's website:

([www.formbyparishcouncil.org.uk](http://www.formbyparishcouncil.org.uk)) or are available at Formby Library.

**1.1.8** A Consultation Statement provides an overview of the consultation, demonstrating that it fully accords with the requirements of the Localism Act. This consultation has included meeting the requirements of Regulation 14 and Regulation 16 of the Neighbourhood Planning (General) Regulations 2012. The Plan has been amended where appropriate in response to consultation comments.

**1.1.9** Formby and Little Altcar NDP is prepared using the National Planning Policy Framework (NPPF) (February 2019) which states:

“At the heart of the Framework is a presumption in favour of sustainable development” [para 10]

“Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.” [para 29]

“Communities can use Neighbourhood Development Orders and Community Right to Build Orders to grant planning permission.” [para 52]

“Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.” [para 30]

## **1.2 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM**

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

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

**1.2.3** The Neighbourhood Plan was screened for SEA by Sefton Council which found that the Plan would not require SEA. The Report and Determination also screened for Habitats Regulations Assessment (HRA) which also was not triggered. In responding to consultation, Natural England confirmed that there are unlikely to be significant environmental effects from the proposed Plan.

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

**1.2.5** The NDP can give local people the power to decide “where” new housing and employment should go, and how the town centre should change however, this plan does not allocate land for housing or employment but works with the various site allocations in the Sefton Local Plan which has been through a public inquiry and was adopted in April 2017.



### **1.3 WHAT IS THE NEIGHBOURHOOD PLAN**

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

- the scale and design of new development
- that appropriate public green space is provided
- consider infrastructure to include traffic and transport issues and road safety
- consider access to school places, health facilities, shops, employment and community services
- how new retail should support the town centre
- whether new community facilities are needed and where they should go
- to address the current tourism we have and how this should be developed in the future
- support existing and new business whilst maintaining the character of the town [the village]
- encourage healthy activities such as walking and cycling

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

### **1.4 HOW THIS PLAN IS ORGANISED**

1.4.1 This Plan is divided into various sections to include:

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

- 2.1 The History of Formby
- 2.2 Tourism and Wildlife
- 2.3 Key facts for Formby & Little Altcar
- 2.4 Biodiversity
- 2.5 Heritage
- 2.6 Grade II Listed Buildings
- 2.7 Listed Buildings in Formby and Little Altcar
- 2.8 Local Heritage Structures of Interest

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

- 3.1 Formby today
- 3.2 Constraints of Formby
- 3.3 Issues that have influenced the vision
- 3.4 Vision Statement and Core Objectives

Section 4: Neighbourhood Development Plan Policies:

4.1 Neighbourhood Plan Policies to support the Vision

4.2 General

4.3 Housing

4.4 Working and Shopping

4.5 Getting Around

4.6 Community, Leisure and Wellbeing

4.7 Environment, Sustainability and Design

4.8 Flooding

Appendix A: Glossary

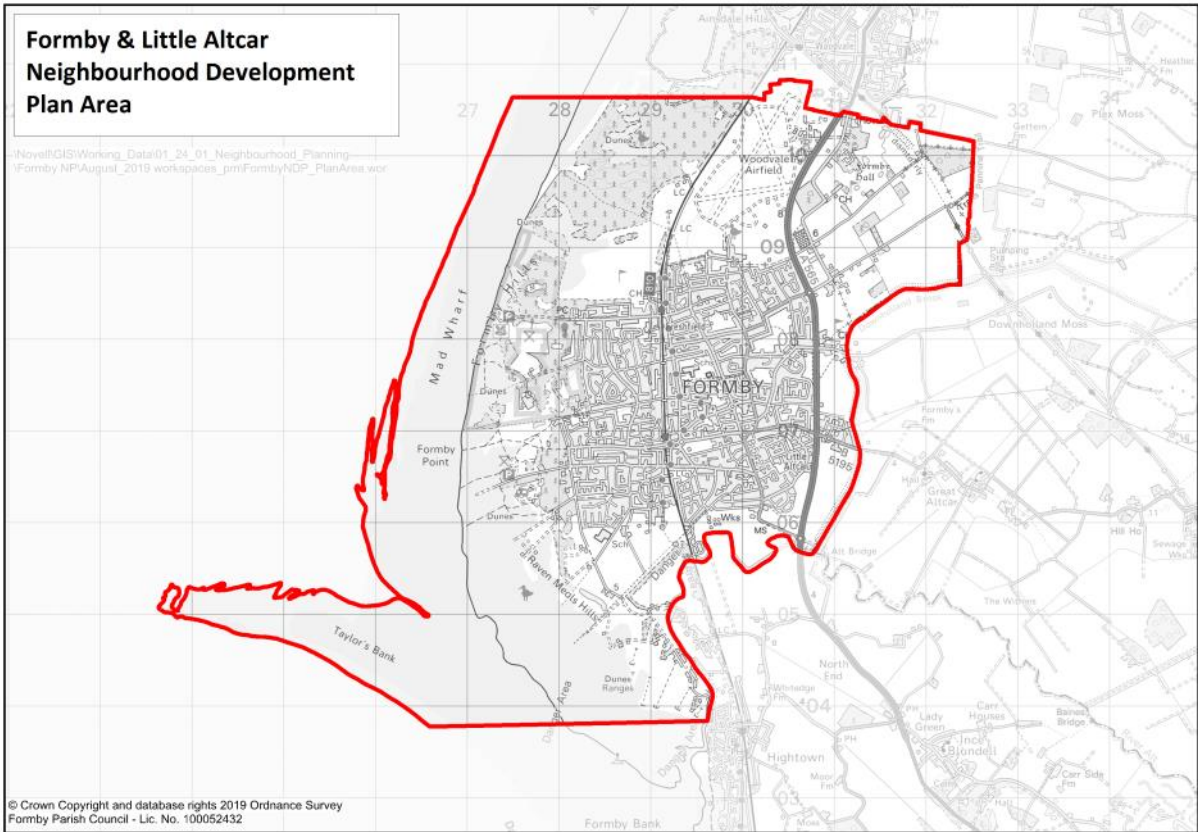
Appendix B: Maps

- 1.4.2** Sections 1 to 4 together with Appendix A (Glossary) and Appendix B (Maps) all form part of the Neighbourhood Plan and should be read as a whole. Annex A sets out Community Actions that the Parish Councils will be pursuing separately. Annex B (Developers Working with the Community) sets out the key matters to which the Parish Councils will expect developers to have regard in implementing planning permissions.
- 1.4.3** There is a large amount of background information that has helped in producing the NDP [known as the 'Evidence Base']. A summary document [Formby Neighbourhood Development Plan: Evidence Base Summary] is available on the website. This provides an overview of key parts of the Evidence Base.
- 1.4.4** Understanding Formby and Little Altcar is the starting point for producing a good NDP. This is because the Formby & Little Altcar NDP gives residents the opportunity of influencing how the town's future should look like including addressing the problems the Town might have to face with the ability to consider the solutions that could be used in helping to make the most of what is and could become made available.
- 1.4.5** Fig 1 [page 11] shows Formby and Little Altcar in relation to other towns and cities nearby.
- 1.4.6** Map 3 [page 13] shows the area of Sefton and highlights where Formby is in respect of the whole of the Sefton area. It should be noted that the Formby boundary is the low tide boundary, whereas the Sefton boundary shown is the high tide boundary.

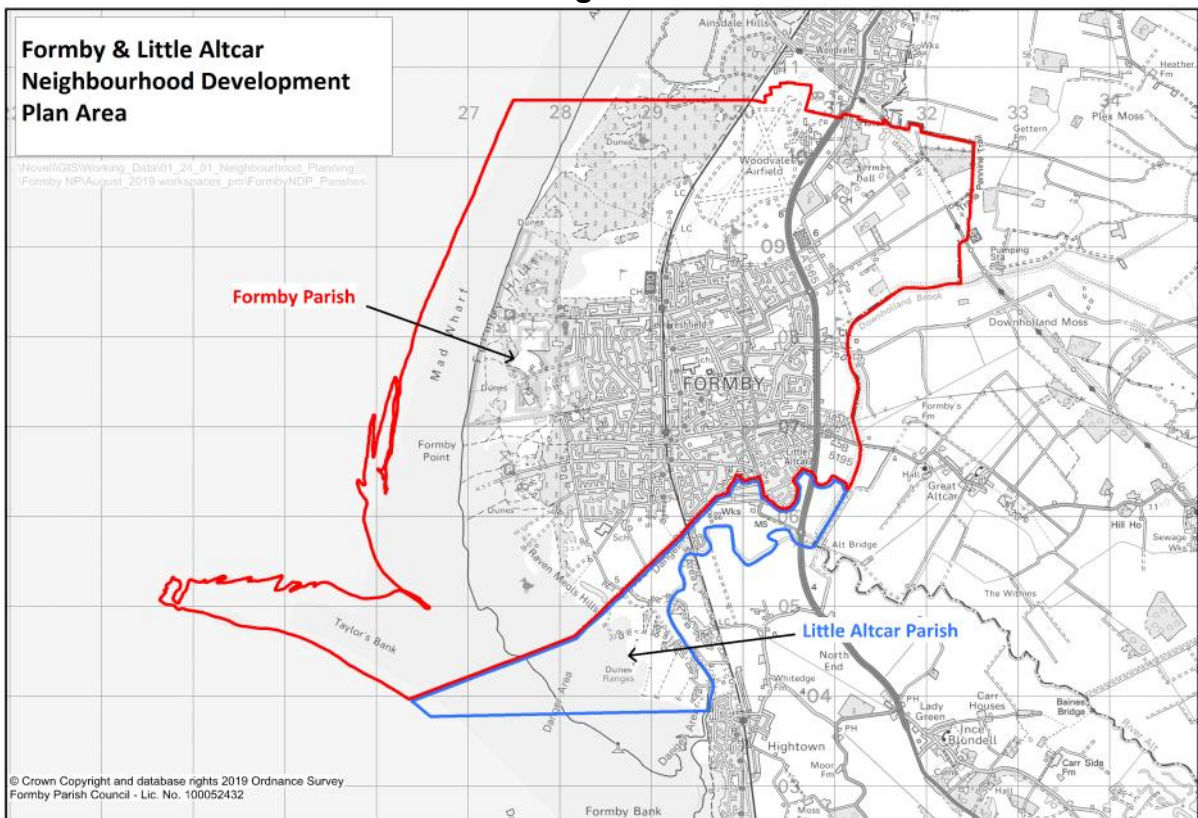
Fig 1 - Location of Formby and Little Altcar in relation to other towns and cities



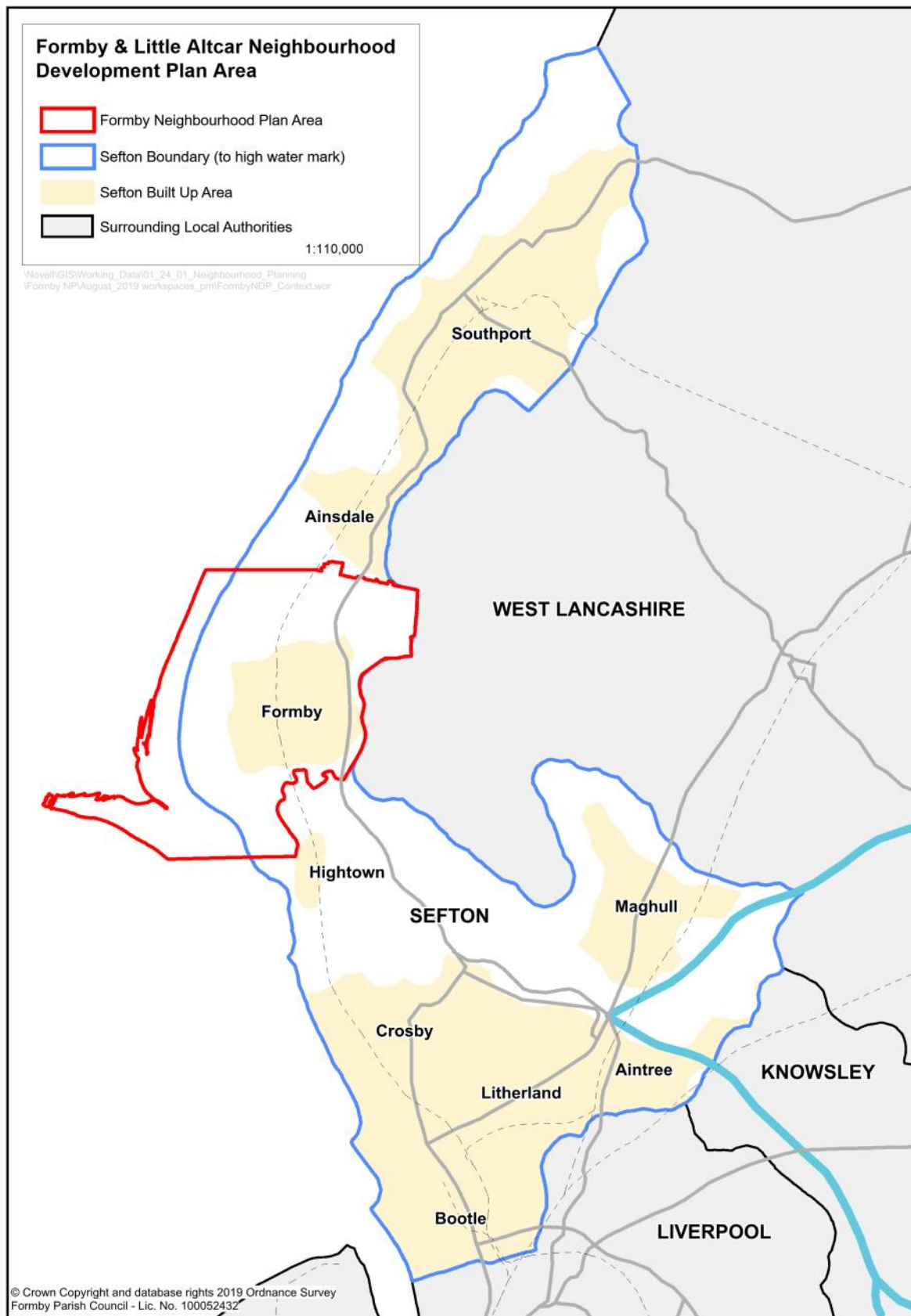
# Map 1 - Formby and Little Altcar Neighbourhood Plan Development Plan Area



# Map 2 - Formby and Little Altcar Neighbourhood Development Plan Area Relating to Parishes



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



# SECTION 2 - INTRODUCTION TO FORMBY AND LITTLE ALTCAR



## **2.1 HISTORY OF FORMBY**

- 2.1.1** First evidence of human activity in this area can be traced back some 3,500 to 4,000 years which was evidenced when footprints of Neolithic and early Bronze Age communities were discovered, in layers of mud and sediments after sand on Formby Beach had been eroded. Today, the Parish of Formby is made up of several very small villages that expanded over the mid to late 1900's and merged into one, with some areas in its jurisdiction maintaining its name and character such as Freshfield, whereas Little Altcar has retained its distinctive character as a Parish in its own right. Formby and Little Altcar are one of the oldest settlements in Merseyside and thought to have been founded during the Viking era.
- 2.1.2** Interestingly, the majority of the oldest buildings within the area are found in the Freshfield half of the village. The other historic part of the areas rich history is, sadly, being eroded and lost very quickly into the Irish Sea including the world's first ever lifeboat station.
- 2.1.3** The first people to take land and trade here were seafaring Vikings who established settlements along the North West Coast, benefiting from easy access to the sea via local rivers and estuaries such as the Mersey and River Alt during the early 10th century
- 2.1.4** Formby village and Little Altcar are within the Borough of Sefton, Merseyside. The Parishes fall between Liverpool and Southport on the North West Coast. Its coastal rural location and proximity to major transport networks make it a very desirable place to live. Consequently, finding building land is very difficult as its boundaries are set and held in place by both green belt and the coastline as well as various nature reserves, Sites of Special Scientific Interest (SSSIs) and Ramsar sites.
- 2.1.5** The Parishes are bounded to the West by the sea. Extensive high sand dunes, covered with a luxuriant growth of creeping willows and star grass, bound the beach with the latter being systematically planted to keep the sand from drifting away. Wildlife thrives on these dunes, with rabbits, foxes, sand lizards and natterjack toads regularly being seen. A significant part of the coastal area is strictly protected and conserved by The National Trust who manage the land and restrict access in some places.
- 2.1.6** The sand dunes afford shelter from the sea winds for what were the 3 villages of Formby, Formby-by-the-Sea, and Freshfield, which now come under Formby Parish and to the south of Formby lies Little Altcar. The whole area consists of flat, sandy land, surrounded by fields intersected by ditches, where rye, wheat, potatoes and a variety of market produce flourish, including fields of asparagus: - a specialty of the district. Fishing for shrimps and raking the sands for cockles affords employment to some of the inhabitants. Formby sand dunes are famous to local botanists as the habitat of several uncommon and characteristic wild plants, including the Wintergreen, *Pyrola rotundifolia*, and other maritime varieties.

- 2.1.7** Historically Formby and Little Altcar fell under the jurisdiction of Lancashire and some of the earliest records of the communities and place names can be found in the Domesday Book of 1086 AD. Formby (Fornebei), Little Altcar (Part of Altcar) and Raven Moels (Moels) are listed noting that the Tenant in Chief at the time was Roger of Poitou. Formby's early recorded industrial activity points to cockle raking, and shrimp fishing (in addition to arable ventures) which continued into the 19<sup>th</sup> century.
- 2.1.8** Parts of the surrounding coastal area have in recent years become a popular tourist destination, especially during the summer months, with day trippers attracted to its beaches, sand dunes, and wildlife.
- 2.1.9** Erosion of sand on Formby's beach has revealed layers of mud and sediment that had been laid down and covered in the late Neolithic/early Bronze Age, approximately 3,500 - 4,000 years ago. These sediments often contain the footprints of humans and animals (most commonly aurochs) from that period.
- 2.1.10** The common place-name ending "-by" is from the Scandinavian "byr" meaning homestead, settlement or village. The name of Formby was originally spelt Fornebei and means "settlement belonging to Forni".
- 2.1.11** It is believed that the first wave of Norse Vikings settling in the region took place around 902 AD, following their expulsion from Dublin. After their return to Ireland in 917 AD further settlements and trading across the sea and navigation in land would have become common place across the North West of England. Tradition says that the Viking invaders originally failed to defeat the native Anglo-Saxons on the coast of Formby, so they sailed inland, up the River Alt, and attacked from the rear. D Angus Lane, on the east side of the village, which is sometimes called Danesgate Land, has been connected to this incursion by local traditions.
- 2.1.12** Formby beach is also the location of the first lifeboat station in the UK, which was established in 1776 by William Hutchinson, Dock Master for the Liverpool Common Council. It was the first lifeboat station in the United Kingdom, and possibly the world, and was created following a disaster in which eighteen ships became stranded at the mouth of the Mersey and 75 people drowned. Brick foundation of the lifeboat station building can still be seen on the beach. The last launch took place in 1916 and remarkably a film of the event still survives.
- 2.1.13** Formby is home to RAF Woodvale, a small RAF station on the outskirts of the town. The airfield opened in 1941 and is an ex WW2 fighter station with three active runways, the main runway being a mile in length. Today it is used by RAF for light aircraft and fighter training, as well as a few civilian aircraft. The station was also home to Merseyside Police's helicopter, known as 'Mike One'. The RAF Station was the home of the last ever operational service of the British legend, the Spitfire. The last Spitfire to fly from here, with military markings in Britain on an operational mission took off in 1957.
- 2.1.14** Formby had been an Urban District Council within the administrative county of Lancashire until the Local Government Act (1972) was implemented on April 1st 1974. Following the reorganisation Formby became part of the Metropolitan Borough of Sefton, in Merseyside.



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

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

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

## **2.2 TOURISM AND WILDLIFE**

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

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

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

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

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

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

## **2.3 KEY FACTS FOR FORMBY AND LITTLE ALT CAR<sup>1</sup>**

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

### **2.3.2 DEMOGRAPHICS**

- 23,329 population (52% female) 2011 Formby's population has fallen by between 4-5% since 2001. The 2013 interim population figure suggest this trend has continued.
- Density is 9.5 people per hectare (4.1, England) at 2011.
- 13,488 working age adult, 58% (66% England) at 2011.
- 3,756 children under 16, 16% (18% England) at 2011.
- 6,085 older people over 65, 26% (16% England) at 2011.
- Some 854 residents were not born in UK whilst 96% of Formby's residents are White British (80% UK) and 31 non-UK born residents arrived in Formby since 2001(2011 census).
- 10,712 economically active residents 46%, (70% England) at 2011.
- 1,626 self-employed 15% (14% England) at 2011.
- 637 working mainly from home 6% of Economically Active (5% England).

According to the NOMIS Data for Formby Township<sup>2</sup> from May 2014 there are 1,050 working age people residing in the Formby Township claiming benefits.

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

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

### **2.3.3 HOUSEHOLDS**

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

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

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

---

<sup>1</sup> Key facts for Formby and Little Altcar [evidence base EBQ1]

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

### 2.3.4 CHILDREN OF LOW-INCOME FAMILIES

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

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

### 2.3.5 INCOME DEPRIVATION AFFECTING OLDER PEOPLE

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

### 2.3.6 HOMES

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

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

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

### 2.3.7 COUNCIL TAX

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

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

<sup>3</sup> Source: HMRC – August 2012

### **2.3.8 TRANSPORT**

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

### **2.3.9 HEALTH**

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

### **2.3.10 THE LABOUR FORCE**

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

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

### **2.3.11 ECONOMY**

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

## **2.4 BIODIVERSITY**

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

**2.4.1** Formby has since become a settlement of considerable importance, yet at the same time residents have largely retained their connection to the natural setting within which the town resides. When surveyed for the Neighbourhood Plan residents responded strongly in support of the statement that any development must “Avoid damage to wildlife”. Furthermore, when asked “how important natural amenities were including wildlife and coastline” to the quality of life in Formby, 97% said it was important or very important.

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

**2.4.3** The Neighbourhood Plan area contains a number of important wildlife sites:

- Ribble and Alt Estuary Ramsar Site (part).
- Ribble and Alt Estuaries Special Protection Area (SPA) (part)
- Liverpool Bay SPA (part)
- Sefton Coast SAC (part - Western Seaward Boundary)
- Sefton Coast Site of Special Scientific Interest (SSSI)
- Ainsdale and Birkdale Sandhills Local Nature Reserve (LNR) (part)
- Ravenmeols Sandhills LNR

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

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

- 2.4.6** Since 1994, Local Biodiversity Action Plans (LBAPs) have been created by Local Biodiversity Partnerships. The North Merseyside Biodiversity Action Plan was last updated in 2012, it focuses on local priorities and also implements national biodiversity targets. Habitat and Species Action Plans were devised to address concerns over priority species. Poor land management and change in land usage being of upmost concern. Field Boundaries, hedgerows, hedge-banks, drains, buffer strips and ditches contain a large proportion of the biodiversity in arable landscapes. Hedgerows and field margins provide crucial habitats for a range of farmland species. Key species include: Corn Bunting, Reed Bunting, Tree Sparrow, Grey Partridge, Barn Owl, Song Thrush, Yellow Hammer, Linnet, Great Crested Newt, Bats, Small Mammals, Brown Hare, Water Vole and Purple Ramping-fumitory. Even species-poor hedgerows provide important feeding and breeding sites for birds and foraging sites for bats.<sup>4</sup>
- 2.4.7** Development risks harming biodiversity through loss of habitat, inappropriate or insensitive management of land, drainage ditches, dredging and bankside maintenance as well as the loss of ditches to culverts. Urbanisation increases potential for pollutants to enter the ecosystem, threatening habitat decline.
- 2.4.8** The National Planning Policy Framework (NPPF) sets out how “To protect and enhance biodiversity and geodiversity, plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity”. [para 174b]
- 2.4.9** National Planning Policy Guidance (NPPG) on the Natural Environment - Biodiversity and Ecosystems (paragraph 016, reference ID: 8-016-20140612 states that “Information on biodiversity and geodiversity impacts and opportunities needs to inform all stages of development (including site selection and design, pre-application consultation and the application itself).”
- 2.4.10** Formby and Little Altcar NDP will seek to maximise biodiversity through green infrastructure and the integration of existing features into new development. It will do this by seeking opportunities to improve upon existing infrastructure and actively promoting new elements through the Planning process including:
- a) Recreational green spaces supporting “Creative Conservation” making new spaces for wildlife to develop and flourish.
  - b) Verges and Buffer Zones promoting landscape buffer strips and enhancing new and existing verges through good management and appropriate planting to encourage wildlife corridors strengthening local ecological frameworks.
  - c) Gardens and Allotments by encouraging their strategic role in sustaining wildlife corridors, and promoting the part they can play as an urban refuge for wildlife.
  - d) Street trees, bushes and shelter belts supporting urban tree planting and encouraging good maintenance following the Mersey Forest urban trees Action Plan and the role that green streets can play in biodiversity.
  - e) Green roofs and built structures which can, in addition to providing wildlife habitats, reduce storm water runoff. Encouraging smaller adjustments to building design can considerably increase its value to wildlife, such as bat and swift bricks.

<sup>4</sup> Rebecca Jackson-Pitt, North Merseyside Biodiversity Action Plan Field Boundaries

## 2.4.11 Biodiversity and Climate Change

“Green infrastructure can help urban, rural and coastal communities mitigate the risk of climate change” (NPPG Biodiversity and Ecosystems paragraph 30 Reference ID: 8-030-2-160211).

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

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

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

Map 4 [page 29] shows the various sites which surround Formby and Little Altcar.

## 2.5 HERITAGE

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

**2.5.2** The underlining brief will be:

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

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

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

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

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

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

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

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

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

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

**2.5.11** Maps 5 and 6 [page 30] show the Historic Environment and Conservation Area and Listed Buildings within Formby and Little Altcar.



## **2.6 GRADE II LISTED BUILDINGS A BRIEF DESCRIPTION OF A FEW**

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

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

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

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

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

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

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

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

Also, within the churchyard are the old Village Stocks.

## 2.7 LISTED BUILDINGS IN FORMBY AND LITTLE ALT CAR

2.7.1 There are 26 Listed Buildings<sup>5</sup> in Formby and 5 Listed Buildings in Little Altcar. These are as follows and shown on Map 6, page 30.

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

Ref	Name	Grade
1	Church Of St Peter, Green Lane, Formby,	II
2	Old Parsonage, Green Lane, Formby,	II
3	Raven Meols Farm, Kew Road, Formby, L37 2HB	II
4	5 (White Cottage), Massams Lane, Formby,	II
5	Old Village Stocks South Of St Lukes Church, St Lukes Church Road, Formby,	II
6	Cross South Of Chapel Of St Lukes Church, St Lukes Church Road, Formby,	II
7	Former Convent Of Our Lady, School Lane, Formby,	II
8	1 Southport Road, Formby	II
9	Deans Cottage, Park Road, Formby, L37 6EW	II
10	8 (Garswood), Barkfield Lane, Formby,	II
11	Stone Cross In Centre Of Roundabout, Cross Green, Formby,	II
12	15A (May Cottage), Green Lane, Formby,	II
13	Sandhill Cottages, Albert Road, Formby,	II
14	21, Green Lane, Formby,	II
15	6, School Lane, Formby,	II
16	Dovecote And Adjoining Wall North Of Formby Hall, Southport Old Road, Formby,	II*
17	2 And 4 Corner Cottage And Linton Cottage, Timms Lane, Formby,	II
18	Formby House Farmhouse, Southport Old Road, Formby,	II
19	2/4 (Tower House And Tower Grange), Grange Lane, Formby,	II
20	62, Gores Lane, Formby,	II
21	53 (White Cottage), Gores Lane, Formby,	II
22	Sundial South Of Church Of St Peter, Green Lane, Formby,	II
23	38 (Old Spankers Cottage), Liverpool Road, Formby,	II
24	Church Of St Luke, St Lukes Church Road, Formby,	II
25	Godstone 46 Metres South Of St Lukes Church, St Lukes Church Road, Formby,	II
26	Formby Hall, Southport Old Road, Formby,	II*

<sup>5</sup> <http://list.english-heritage.org.uk/>

## **LISTED BUILDINGS IN LITTLE ALTCAR**

Ref	Name	Grade
1	11 (Hoggshill Farmhouse), Hoggs Hill Lane, Formby,	II
2	Loveladys Farmhouse, Liverpool Road, Formby,	II
3	Stables To North Of Loveladys Farmhouse, Liverpool Road, Formby,	II
4	Pump And Trough At Hoggshill Farmhouse, Hoggs Hill Lane, Formby,	II
5	Barn To North West Of Loveladys Farmhouse, Liverpool Road, Formby,	II

## **2.8 LOCAL HERITAGE STRUCTURES OF INTEREST<sup>6</sup>**

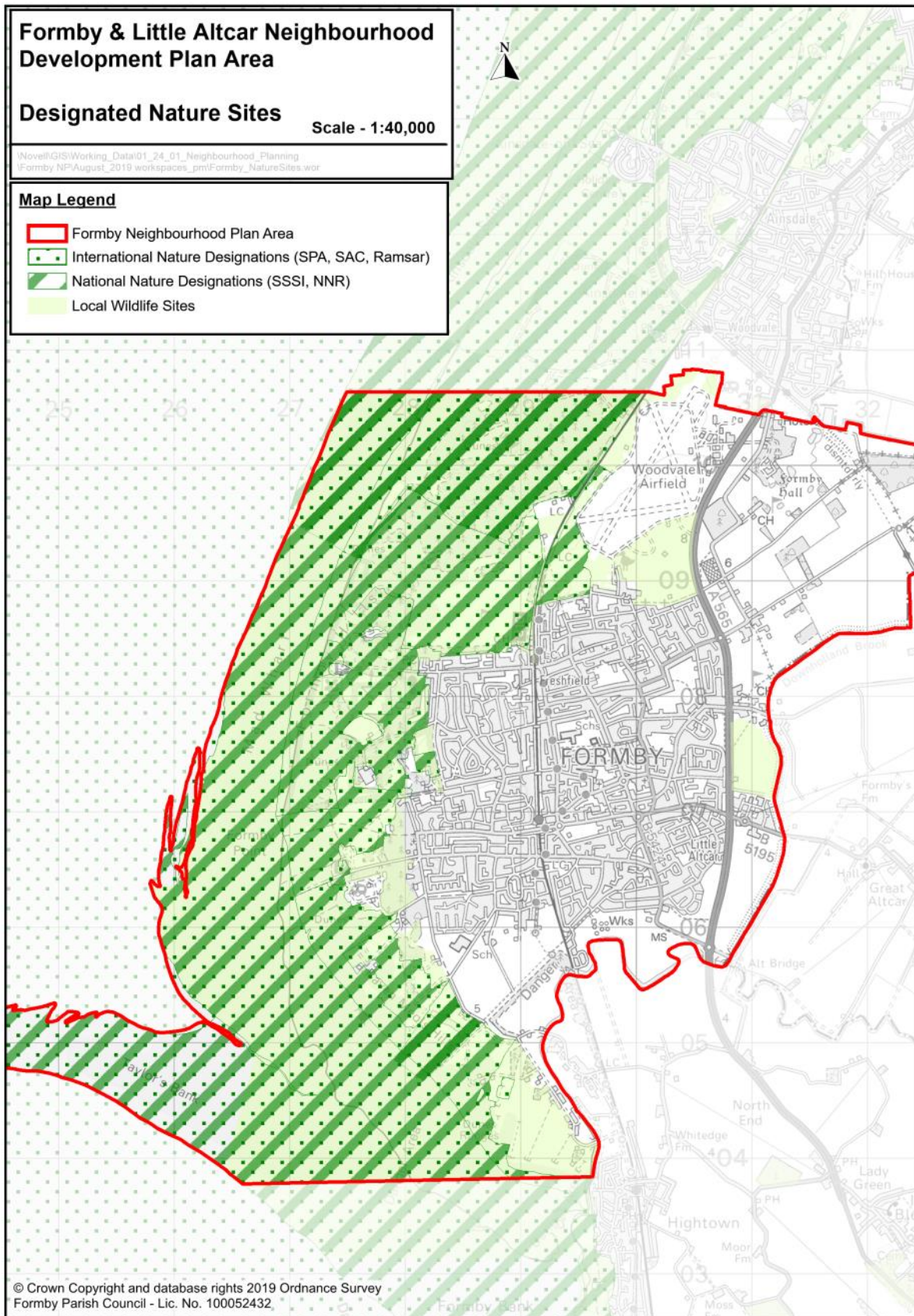
**2.8.1** Consideration of locally listed heritage will be in line with Local Plan policy NH15 with any architectural remains being protected under policy NH14.

1. Navigation Beacon, end of Lifeboat Road on top of Sandhill visible from land and sea. (272063)
2. Tide Pole (upper) Lifeboat Road visible from land and sea. (272074)
3. Tide Pole (lower) on beach visible from land and sea. (272073)
4. Cast Iron boundary marker. Wicks lane path, opposite Larkhill Farm (282072)
5. Cast iron boundary marker, Wicks Lane path, near wicks wood (274071)
6. Cast iron boundary marker, in inter-tidal zone. Visible from sea and beach.
7. Milestone, Ince Blundell visible from 'Back 'O' the Town Lane'. (303059)
8. 'Cold War' ROC nuclear monitoring post built in 1962. Building structure very dilapidated situated on top of sand dunes near to the end of Albert Road. Entrance and ventilation shaft still visible. (27740533)
9. World War 11 Harrington Firing Range still standing situated between Albert Road and Alexandra roads. (275057)
10. Stone Mounting Block Steps situated at 'The Grapes' Public House, Church Road. Used by horse drawn carriages late 19<sup>th</sup> Century. (301073)
11. Old Mile Stone situated on Church Road (301074)
12. Old Mile Stone situated on Liverpool Road, Little Altcar (303059)
13. RAF Woodvale Control Tower. One of the oldest of its type in the country. (307102)
14. RAF Operations Room situated at the far end of Broad lane. Building still exists and is now part of traveller's caravan site. (317098)
15. RAF Woodvale. Bellman Hanger. Built 1938 to 40. Used to repair aircraft. Very few left. (306102)
16. Artillery Pillbox at the confluence of the River Alt and Downholland Brook. Erected during the Second World War for use with an anti-tank gun. (308056)
17. 'Starfish' Control Bunker situated at Range lane. This was used as an undercover wartime bomber decoy project in order to protect Liverpool. (283054)
18. Prehistoric footprints found in mud on beach which can only be seen at low tides. NSW 2607-002 (2600-0710).
19. Promenade Steps of 'Lost Resort' in Ravenmeols is all that remains in this planned attempt in the early 1930s to transform this area into a holiday resort. Situated off Albert Road (27412-08797)
20. The first Lifeboat Station in the U.K was built in 1776 on Formby Beach at the end of Lifeboat Lane. The foundations of the brick built building still remains. (272068)

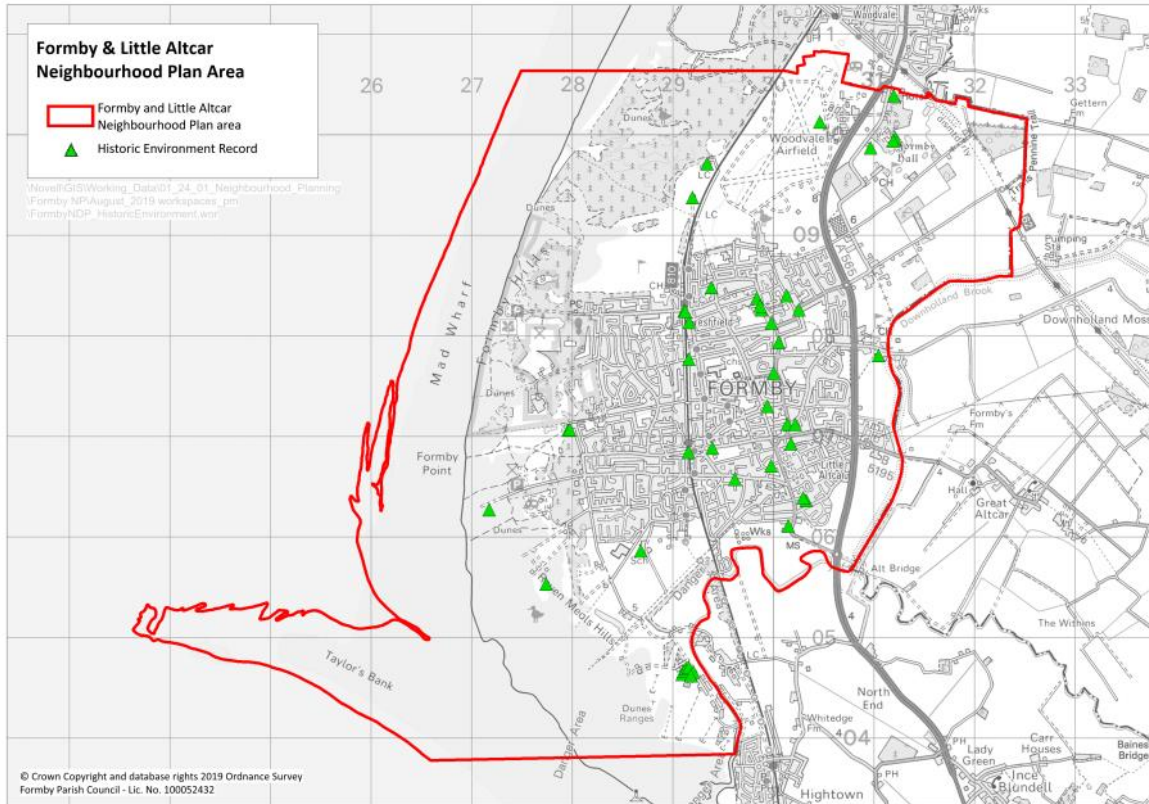
---

<sup>6</sup> Compiled by Doctor Reginald Yorke. Former Chairperson, Formby Civic Society

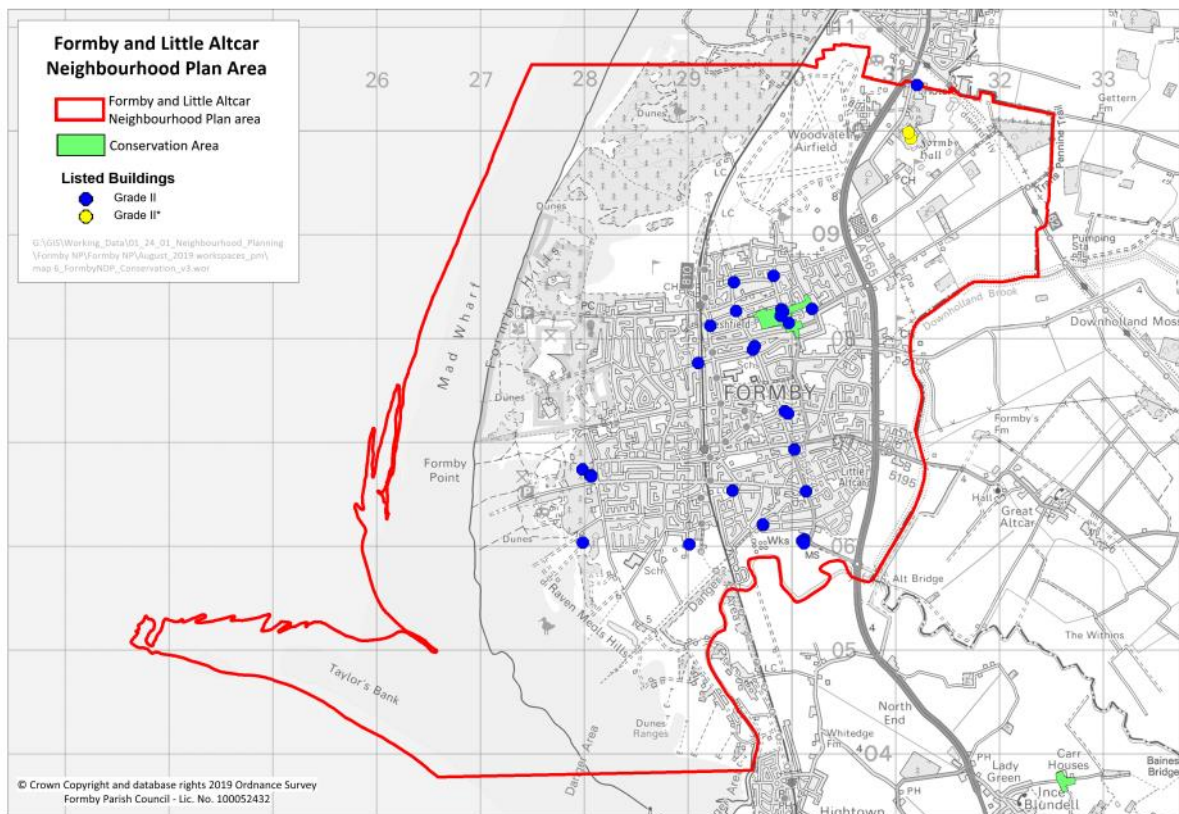
# Map 4 - Designated Nature Sites



**Map 5 - Historic Environment Record**



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



# SECTION 3 - A VISION FOR FORMBY AND LITTLE ALTCAR



### **3.1 FORMBY AND LITTLE ALT CAR TODAY**

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

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

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

An overview of these six themes is set out below. This overview includes information from background reports along with issues raised by local people at the various consultation events. A more in-depth summary of the background reports is available in the Evidence Base, which can be viewed on the website [www.formbyparishcouncil.org.uk](http://www.formbyparishcouncil.org.uk).

#### **3.1.3 HOUSING**

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

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

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

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

Understanding the characteristics of the town is important when a new development is designed and proposed. New developments within or next to either the Conservation Area or listed buildings must make sure it preserves and enhances the character of the area it is located in. Other areas may require a different design approach, although this should not be to the detriment of existing properties.

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



### 3.1.4 WORKING AND SHOPPING

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

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

**Retail:** Formby has a village centre with strong representation from major super markets, Waitrose, Iceland and M&S, as well as there being more retail on the Formby bypass. It has several community events held in the village throughout the year. However, there is a clear need for more independent outlets within the village.

**Industrial/Office:** At present Formby has one Business Park at Stephenson Way. Currently Formby suffers from the lack of provision of modern office premises.

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

### 3.1.5 GETTING AROUND

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

As Formby and Little Altcar is a compact and flat environment it is also suitable for cycling. However, there are few dedicated cycle routes, except on the outskirts of the town, with most cyclists using streets to get around. There is the National Route 810 of the Sustran National Cycling Network here that connects Ainsdale Rail Station and central Liverpool via Formby, Crosby and Stanley Park. Much of the route is formerly Regional Route 81 and includes a route along-side the railway line and rights of way paths. There is also a link to the Cheshire Lines Path and ultimately the Trans-Pennine Trail (Route 62) which is signed from Formby. Map 7, Page 34 shows the cycle paths in Formby and the rights of way are shown on Map 8 Page 35.

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

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

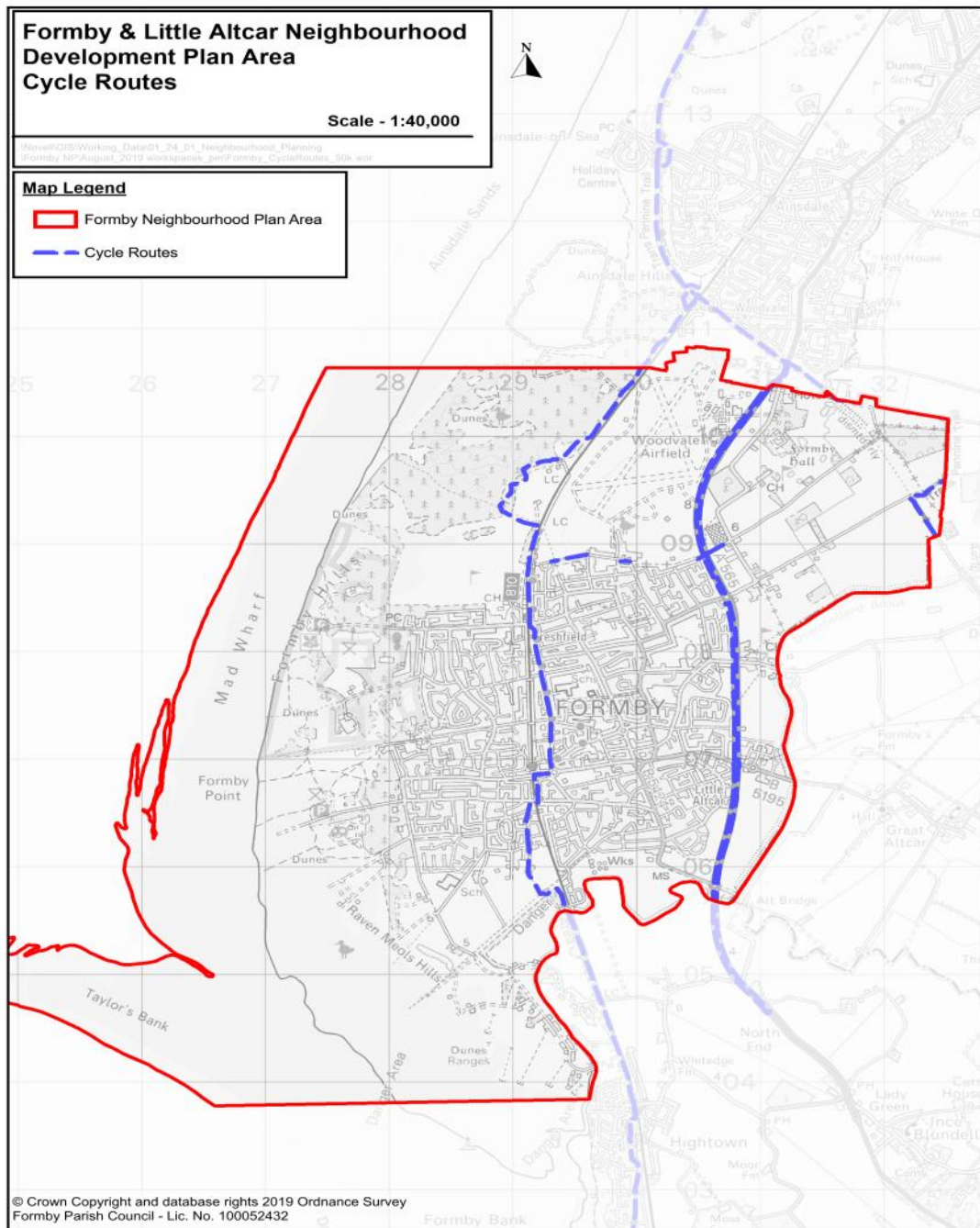
---

<sup>11</sup> *Extrapolating from the 2001 census and using data from the resident's questionnaire*

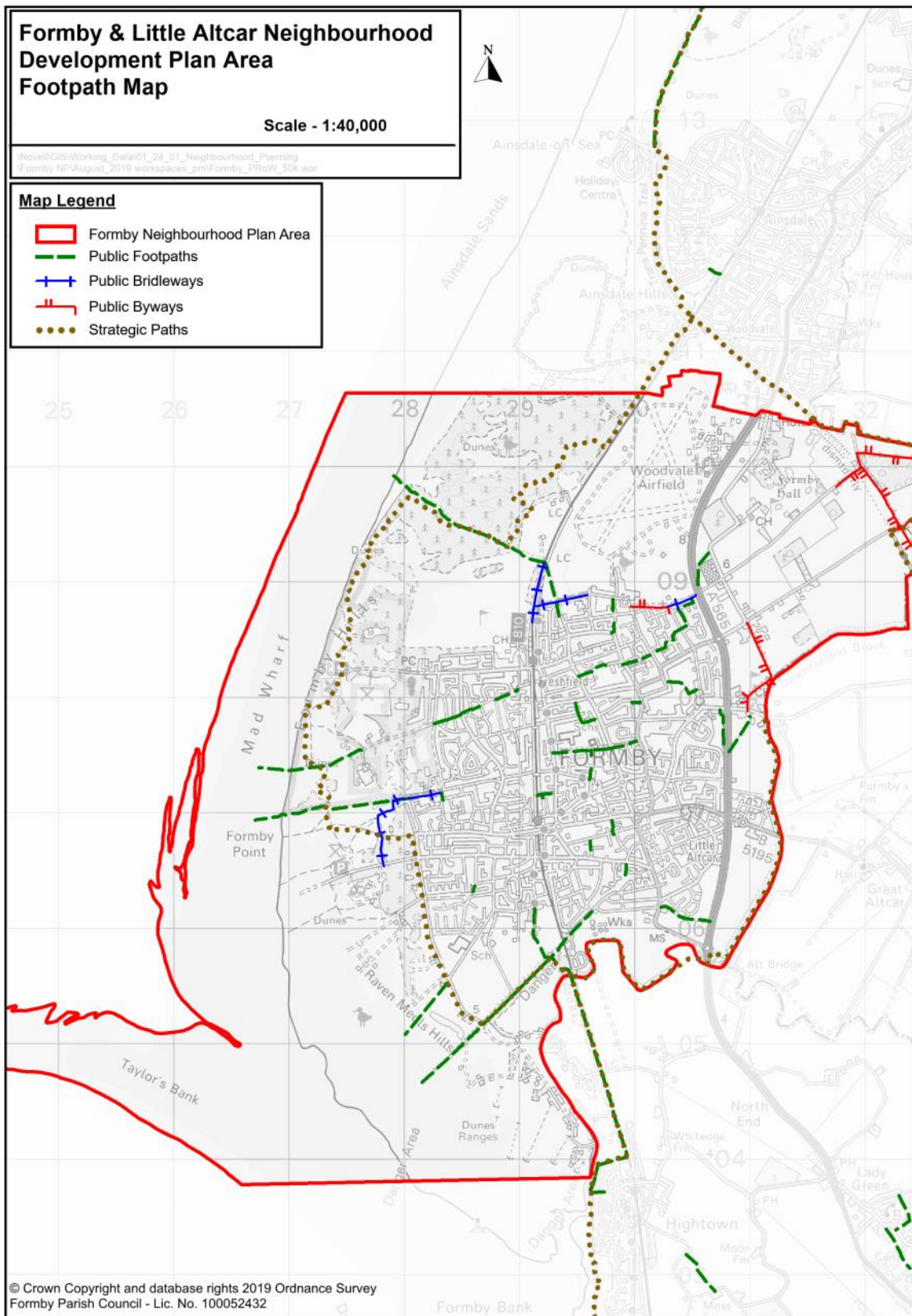
Waitrose Supermarket has an extensive car park providing 300 spaces but this is restricted for the use of their customers only. Formby Pool has a small number of parking places for their Pool users.

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

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



# Map 8 - Formby & Little Altcar Neighbourhood Plan Area Footpaths



### 3.1.6 LEISURE AND WELLBEING

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

This assessment supplements Sefton MBC “Open Space and Pitch Playing Strategy” published in 2015, the Open Space SPD (2017) and the Sefton Playing Pitch Strategy (2016).

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

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

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

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

Sefton MBC “Open space and Playing Pitch Strategy 2015 supplemented by the Open Space SPD (2017) and the Sefton Playing Pitch Strategy (2016) outline some shortfalls of open space, sport and recreation in relation to the existing population of Formby and Little Altcar (that is, without the addition of further development).

### 3.1.7 ENVIRONMENT, SUSTAINABILITY AND DESIGN QUALITY

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

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

- To help meet the housing needs of Formby's changing population for market and affordable housing; homes for families, the elderly, people with other special housing needs and others (See Policies on Housing, Section 4).
- To protect and enhance Formby's natural and heritage assets and their settings, including requiring relevant assessments, and making sure there are no adverse effects on the integrity of internationally important nature sites or supporting habitats (Section 4).
- To improve access to vital services, the town centre and jobs (Policies on Getting Around, Section 4).
- To promote economic growth, tourism and jobs creation and support new and existing businesses (See Section 4, Working and Shopping Policies).
- To help Formby's town Centre to diversify and thrive (Policies WS4 to WS6).
- To make sure that new developments include the essential infrastructure, services and facilities that they require.
- To achieve high quality design and an environment that encourages a healthy lifestyle (Policies on Housing, Getting Around, Environment, Sustainability & Design, Flooding Section 4).
- To respond to the challenge of climate change, encouraging best use of Formby's resources and assets (See Policies F1 to F5).
- To ensure that all new development addresses flood risk mitigation and explores all methods for mitigating surface water run-off. Wherever possible, developers should include an element of betterment within their proposals to reduce further the risk of flooding in the area (See Policies F1 to F5).
- To work with partners and agencies to make sure that the Sefton Coastal Plan delivers benefits for the people of Formby and Little Altcar whilst conserving and enhancing the important international, national and local network of natural and cultural sites, habitats and species.

### 3.1.8 FLOODING

Much of the designated area of Formby and Little Altcar is vulnerable to flooding. In places, flooding takes place on a fairly regular basis. In the Residents' Survey, flooding was identified as a major concern for the community with over 51% of respondents stating that they had been affected in some way by flooding. Floodwater in roads in and around residential areas was cited as the major problem (by 60%) but flooding within property boundaries was recorded by 30% of respondents. Flooding in Formby and Little Altcar is thus a very serious issue, an issue which the Parish Councils are determined to take seriously.

Flooding, actual or potential, is the result of a number of factors. First, and in terms of inundation, there are several nearby sources of potential flood water. These include the Irish Sea to the west, Downholland Brook to the east and the River Alt to the south all in circumstance where the built-up area of the parishes occupies low-lying land. Secondly, surface water flooding is an issue notably in areas of constrained drainage. In addition, there is a potential risk of groundwater-related flooding based on areas of shallow groundwater levels. Groundwater-related flooding can also influence surface water flood risk and fluvial flooding as well as constrain drainage.

Sewer flooding is an additional problem. Parts of the sewer system have insufficient capacity to cope with severe rainfall events. This is compounded by high water levels in the River Alt notably at times when non-return flaps are closed. Sewers discharging into the Alt cannot drain freely and water backs up along the sewers.

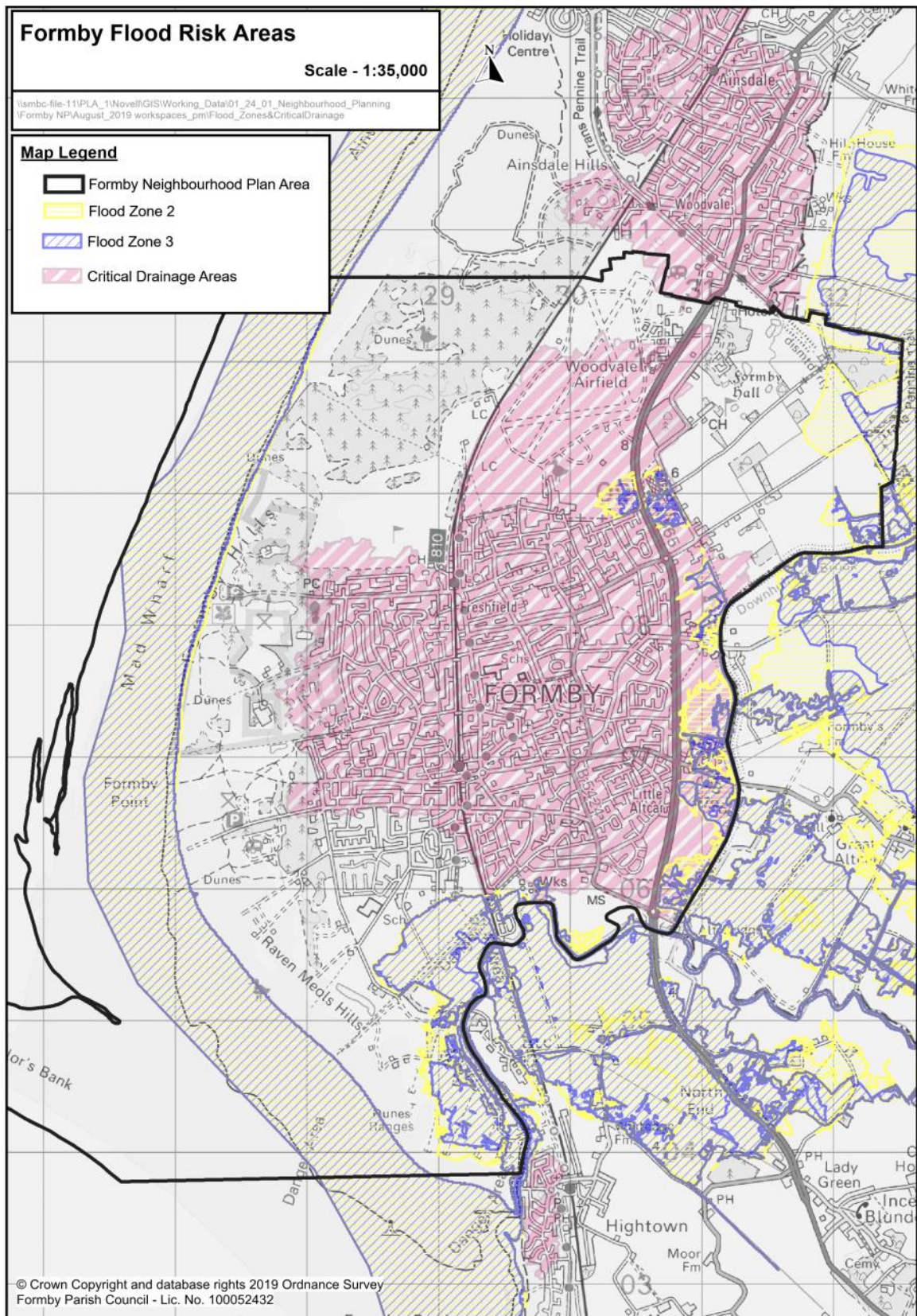
Residents themselves are critical of the drainage system, its capacity and maintenance, particularly highway drainage. There are concerns about the ability of the system to accommodate the current flow rate in some areas as well as future capacity following any development.

Areas most at risk of flooding normally comprise the land within Flood Zones 2 and 3. In Formby, the definition also covers areas with critical drainage problems even though they may fall within Flood Zone 1. These flood risk areas are shown on Map 9, [page 39] although reference should be made to the latest plans on the Environment Agency's website and Surface Water Flood Risk Maps. Areas at risk from sources other than rivers and the sea are not shown. The defined flood risk areas may change in the future, for example, in recognition of climate change or actual flood events.

In terms of flood risk, 420 homes within Formby are at a 3.3% risk of flooding in any year (Sefton's Surface Water Management Plan). This means that, in any year, there is a 3.3% risk of flooding to 4% of Formby's homes, businesses and infrastructure in circumstances where the Sefton average is 2%.

The topic is explored in detail in one of the evidence base documents (EB11, Flooding Document). The content is not repeated in the Neighbourhood Plan. The Flooding Document contains detailed aspirations (non-policy) of the Parish Councils with regard to flooding.

# Map 9 - Formby & Little Altcar Neighbourhood Plan Flood Risk Areas



## **3.2 CONSTRAINTS OF FORMBY**

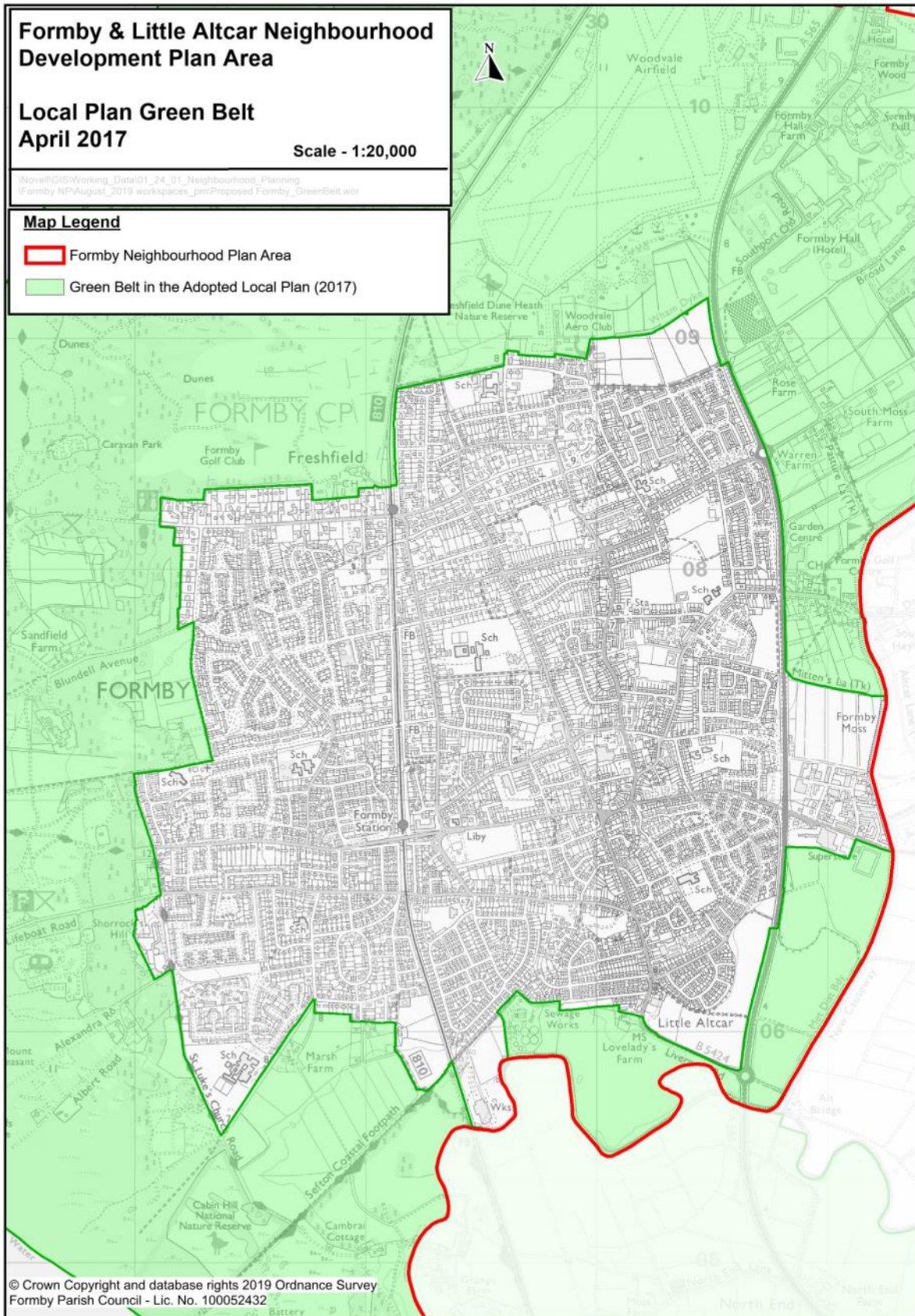
- 3.2.1 With regard to flooding, the main constraints are referred to in Section 3.1.8 above. Given that the priority of the Parish Councils is to reduce and minimise flood risk for all existing and future residents, flooding will have a significant effect on where new development is going to be located.
- 3.2.2 It should be noted Formby is rurally landlocked having a coastline to the west, RAF Woodvale Station to the North, the River Alt and Altcar Rifle Range to the South and Downholland Brook to the east, which also forms the natural boundary between Sefton and West Lancashire. It should be noted that the Parish Councils, for the purpose of the NDP and the settlement of Formby and Little Altcar, view the A565 as the urban settlement boundary for Formby and Little Altcar.
- 3.2.3 In addition to the existing boundaries Formby have various natural assets and sites of special scientific interest, thus creating a very limited area to build in. Also, much of the land to the east of the A565 currently floods and is in Flood Zones 2 and 3 and acts as a natural flood plain. There are concerns with regard to the Environmental Agency turning off the pumping stations, which have been suggested, and using this land as a natural flood plain for the future.
- 3.2.4 A further factor is the Green Belt boundary. This has been changed under the Local Plan for Sefton. Map 10, [page 41] shows the new boundary.
- 3.2.5 Formby also has some of the best and most versatile agricultural land which is also important to retain where possible and is an important asset to future generations in respect of providing farming land to suit the requirements of growing food.

## **3.3 ISSUES THAT HAVE INFLUENCED THE VISION**

- 3.3.1 Formby and Little Altcar are attractive settlements with relatively prosperous communities who have good access to a high quality coastal environment with extensive beaches, coastal dunes and pine woods. The area is well known for Natterjack Toads and red squirrels and the environmental sensitivity of the area is recognised in several European and Nationally designated sites.
- 3.3.2 Information gained from the various surveys and consultations which have been carried out have been paramount in deciding the way forward and the future of Formby and Little Altcar.
- 3.3.3 The Neighbourhood Plan notes that a large proportion of Formby residents commute well beyond the Liverpool City Region.
- 3.3.4 It is noted that there is a considerable need for affordable housing.
- 3.3.5 Formby is seen as one of Sefton's more affluent areas and a prime location for executive housing for Sefton and Merseyside. Formby centre provides a good mix of shops, banks and cafes and there are several supermarkets although there is a need to encourage more independent traders into the Village Centre.



# Map 10 - Formby & Little Altcar NDP Area Local Plan Green Belt



- 3.3.6 It is important to support the development of high quality, sustainable and successful neighbourhoods whilst nurturing and enhancing the lives of existing residents in Formby and Little Altcar;
- 3.3.7 Equally important is to identify the unique and distinctive physical and cultural assets of the Parishes and use these to shape the future environment for the benefit of the community.
- 3.3.8 The avoidance of significant flooding stands out as a major concern for the community and an important issue that has influenced the Vision

## 3.4 VISION STATEMENT AND CORE OBJECTIVES

### 3.4.1 Vision Statement

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

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

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

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

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

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

### 3.4.2 Principles And Core Objectives

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

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

Looking at the first 4 principles in more detail, achieving the vision means: Formby must continue to feel 'compact'. This is not just to do with numbers of people, (Formby & Little Altcar have a population of about 24,000 at present) but concerns other factors. For example, Walkability is important – at present, the majority of people living in Formby are within approximately 30 minutes' walk of the town centre.

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

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

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

## **THE CORE OBJECTIVES**

The Core Objectives are grouped under six headings:

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

Each heading is dealt with on the next few pages, there are comments about the main issues raised at the public consultation events and questionnaires, together with the Core Objectives that were developed from these comments.

### 3.4.3 Housing

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

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

OBJECTIVE: Provide new housing as per Sefton Local Plan

OBJECTIVE: Provide a greater range of affordable housing

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

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

OBJECTIVE: Promote high quality Housing Design

OBJECTIVE: Ensure all new developments are closely monitored

#### 3.4.4 Working and Shopping

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

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

OBJECTIVE: Provide new employment

OBJECTIVE: To support a full range of employment opportunities

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

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

OBJECTIVE: Support our Retail Shops

OBJECTIVE: Encourage more independent traders into the village

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

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

The future vision seeks to promote the Village as a retail centre providing a range of all types of retail A1 - A5 use classes. However, new retail should be predominantly 'comparison' - that is non-food items such as clothes,

### 3.4.5 Getting Around

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

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

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

OBJECTIVE: Improve existing pedestrian and cycle connections within Formby

OBJECTIVE: Improve connections to surrounding destinations

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

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

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

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

### 3.4.6 Community, Leisure and Wellbeing

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

- providing a community centre
- providing a sports facility
- providing more parks and open green space within the boundary
- supporting local people
- provide more GPs, Dentists and school places
- needing to get more people living AND working in Formby (i.e. reduce commuting).

OBJECTIVE: Provide a large community facility

OBJECTIVE: Provide a sports facility

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

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

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

OBJECTIVE: Provide more open green space and parks

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

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

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

OBJECTIVE: To create effective, accessible local services and facilities

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

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

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

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

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

We would seek from the community, any further suggestions for community assets, which meet the criteria.

Consideration of the buildings identified as community assets will be in line with Local Plan Policy HC6.

### **Community Assets List**

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



### 3.4.7 Environment, Sustainability, Design Quality

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

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

OBJECTIVE: Co-ordinate green infrastructure

OBJECTIVE: Provide more public open space

OBJECTIVE: Improve existing open space

OBJECTIVE: Co-ordinate sports provision

OBJECTIVE: New development to address flooding and drainage issues

OBJECTIVE: Encourage energy efficient and sustainable development

OBJECTIVE: Development should reinforce the character and quality of Formby

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

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

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

OBJECTIVE: To encourage local food production and allotments

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

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

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

### 3.4.8 Flooding

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

- Major problem in roads in and around residential areas
- highway drainage causes most problems
- issue with surface water flooding
- flooding within property boundaries
- maintenance issues
- concern for future capacity following any development
- well documented problems
- capacity of sewerage system requires attention

OBJECTIVE: Reduce and minimise flood risk for all existing and future residents.

OBJECTIVE: Address sewerage capacity issues.

OBJECTIVE: Secure satisfactory maintenance.

OBJECTIVE: Utilise knowledge of flooding and sewerage problems.

### 3.4.9 Monitoring And Review

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

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

# SECTION 4 - NEIGHBOURHOOD DEVELOPMENT PLAN POLICIES



## 4.1 NEIGHBOURHOOD PLAN POLICIES

*All of the Policies in this document are to be considered together and along side other Policies in “the Plan”*

4.1.1 Section 3 sets out the overall vision for Formby as a whole. This section sets out the policies to support and deliver the vision. The policies are grouped under the following topics:

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

## 4.2 GENERAL POLICIES

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

### 4.2.2 A Spatial Plan For The Town

#### **Policy GP1: Spatial Strategy**

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

- **directing future housing, economic and community related development in the Parish, to the town of Formby and Little Altcar, to enhance its role as a resilient and sustainable community;**
- **containing the spread of the Town, by promoting infilling up to its settlement boundary, essentially the A565 (Formby Bypass)**

### 4.2.3 **Justification/Supporting Text**

This approach, taken together with the housing allocations in the Local Plan for Sefton, provides for sustainable growth whilst avoiding the need to develop unallocated greenfield land outside the settlement boundary. Consequently, the Neighbourhood Plan ensures a sustainable pattern of development, by providing for significant growth, whilst (in accordance with the Local Plan and national policy) protecting the Green Belt from inappropriate development, best most versatile agricultural land and the countryside around Formby and Altcar, which is, in itself, a fundamental part of the Neighbourhood Area’s attractive local character.

4.2.4 The Formby and Little Altcar Settlement Boundary is derived from a combination of:

- the existing urban area settlement boundary which is essentially the A565
- the relative landscape value of land beyond the defined urban area, as extended to take into account where the adjoining landscape has been assessed as having a relative sensitivity to development
- the views of the local community, further to robust consultation taking full account of the Neighbourhood Plan's aim of providing for sustainable growth.

### 4.3 HOUSING

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

4.3.2 The Neighbourhood Plan strongly supports sustainable growth and in so doing, supports the delivery of housing as set out in the Local Plan. The reason for this is to provide for affordable housing and the long-term sustainability of the Neighbourhood Area. The settlement boundary outlined in the NDP, [see Map 11, page 54] seeks to establish the means by which valuable countryside is protected whilst at the same time allowing for necessary growth. Development outside the Formby and Little Altcar Urban Area Boundary will not be supported.

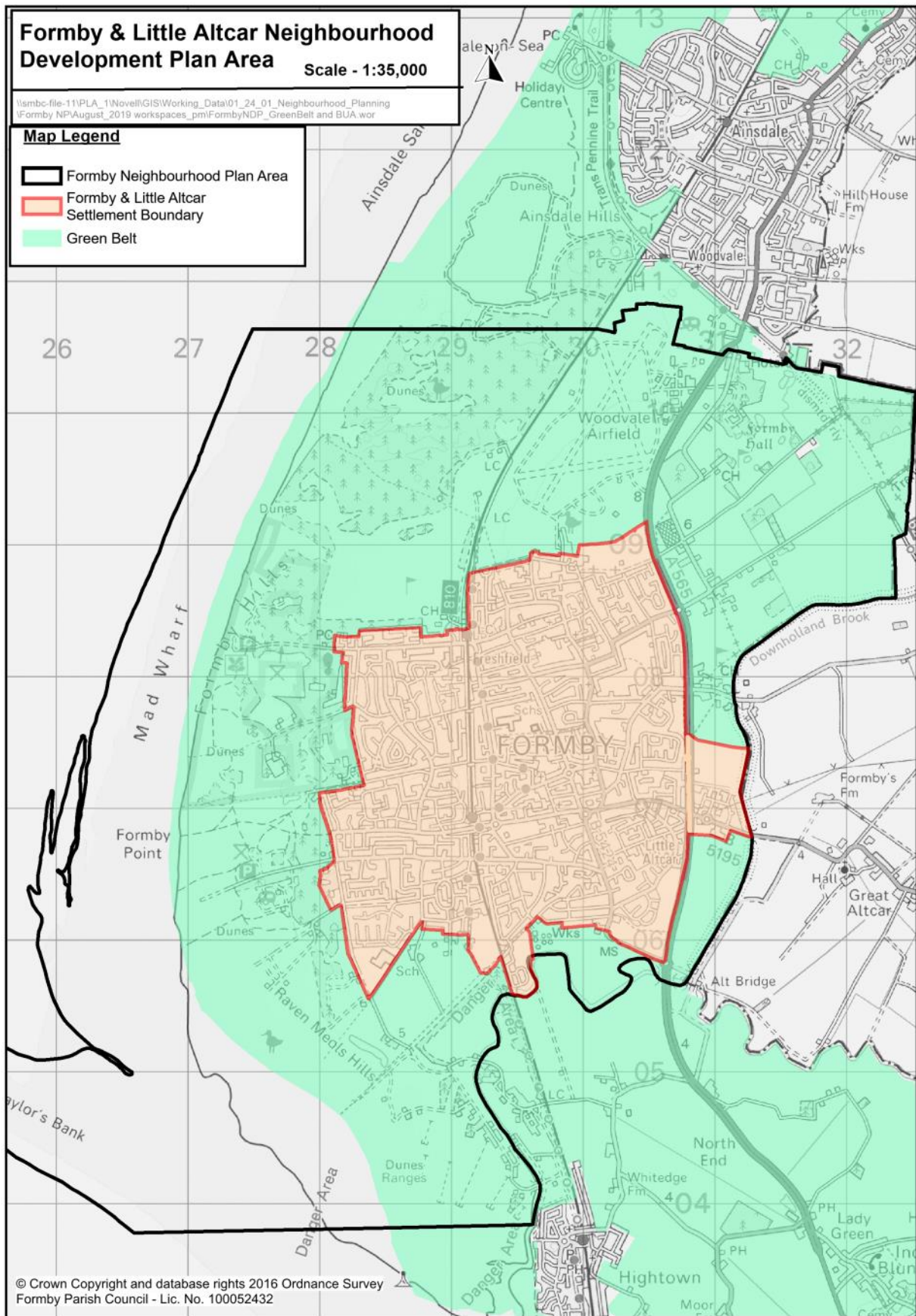
4.3.3 The Neighbourhood Plan Working Group carried out a comprehensive Housing Needs Assessment (HNA). This was independently assessed by a planning expert which when combined with a study of Formby's population provided the data for a computer model to allocate housing to the sites already identified by the emerging Sefton Local Plan. It is important to note that Formby and Little Altcar Parish Councils have not allocated any sites but have worked with the sites already allocated. The Housing Needs Assessment (see Housing Needs Assessment for Formby and Little Altcar's Neighbourhood Plan) takes the Inspector's Initial Findings as the starting point and then apportions the figure to reflect Formby's size.

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

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

The draft Local Plan required approximately 640 dwellings per annum (dpa) but, during examination, a sub-regional assessment of housing and employment need (SHELMA) was prepared. This produced a figure for Sefton of 594 dpa which is considerably lower than the figure produced by the Local Plan. Therefore, given this fact and that windfall development is much higher than expected, more than enough houses will be built now and in the foreseeable future.

# Map 11 - Formby & Little Altcar NDP Area Settlement Boundary



## 4.3.6 HOUSING POLICIES

### 4.3.7 Density

#### **Policy H1: Density**

**Residential development should demonstrate the most effective use of land through high quality design that respects local character and residential amenity.**

**In general terms, the density of any proposed development should maintain the prevailing character of the immediate area. In general Formby and Little Altcar is characterised by low density housing i.e. between 25 – 30 dwellings per hectare.**

### 4.3.8 Justification/Supporting Text

4.3.9 Arithmetic compliance does not necessarily mean that a proposal will be acceptable as a number of criteria are used to assess the suitability of a scheme, including;

- size, shape and topography of site
- form of layout spacing between buildings building form and design
- amenity and privacy access and parking
- retention of trees and shrubs

4.3.10 The proposed density of a development and site plan should take into account Flooding Policies (F1 – 5). On sites which are sufficiently large (over 1 hectare) it may be possible to provide a range of densities without impacting on the character or amenity of existing residential areas, particularly where the site has an enclosed environment. Higher densities will be favourably considered on sites in or near Formby Town Centre which have a range of facilities and good access to public transport. Provided this does not adversely affect the amenity of other residents.

### 4.3.11 New Housing

#### **Policy H2: New Housing**

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

**Good connections may be achieved by providing:**

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

#### 4.3.12 Affordable Housing

##### **Policy H3: Affordable Housing**

- a) **Affordable housing shall be provided onsite and shall be integrated with the market housing throughout the development. Affordable housing shall be visually indistinguishable from the market housing.**
- b) **Affordable housing shall be of a type, size and tenure that meets the local needs in Formby and Little Altcar.**
- c) **Planning applications for residential development where there is a net gain of 25 or more homes shall be accompanied by an Affordable Housing and Dwelling Mix Statement.**
- d) **To address Formby's affordable housing needs, 30% of new dwellings on all developments of 15 or more dwellings shall be affordable. The provision of Starter Homes (as defined by the Government) in Formby is strongly supported, as part of the Council's mix of affordable housing tenures.**

#### **4.3.13 Justification/Supporting Text**

- 4.3.14 As far as possible, affordable housing should be integrated with market housing. Local Plan Policy HC1 Part 8b requires reasonable dispersal in groupings of no more than 6 affordable housing units.
- 4.3.15 Application of the policy will be subject to considerations of viability as set out in the NPPF and Local Plan Policy HC1.
- 4.3.16 The local needs of Formby and Little Altcar will be assessed having regard to the Strategic Housing Market Assessment (SHMA) 2014 or any update of that SHMA.
- 4.3.17 Housing Mix

##### **Policy H4: Housing Mix**

**New housing developments should provide a mix of different housing types.**

**Schemes of 15 or more dwellings shall make appropriate provision of homes for elderly people.**

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

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



#### 4.3.18 Justification/Supporting Text

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

Older people wanted to stay in the community amongst their family and friends.

Older people had a preference for bungalows and/or small houses suitable for older people, as opposed to retirement apartments, which allowed them to still have their own private green space.

There was a shortage of properties suitable for older people to downsize consequently the housing market is inherently dysfunctional.

4.3.20 The level of appropriate provision for the elderly will be judged against the latest available evidence including the SHELMA report, the SHMA 2019 and the Parish Councils' demographic study.

4.3.21 Local Plan Policy HC2 addresses housing mix in Sefton. However, a different mix is required in Formby and Little Altcar. This is to redress the imbalance of a disproportionately high percentage of houses with four or more bedrooms; to meet the needs of an aging population (particularly for one-bedroom properties); also, the demand for two-and three-bedroom homes.

4.3.22 Storey Height

##### **Policy H5: Storey Height**

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

4.3.23 Off Road Parking

##### **Policy H6: Off-Road Parking**

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

**Policy H7: Design of Car Parking**

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

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

- a) garages must be large enough to be useable (generally 4m by 6m).**
- b) garages should be designed to reflect the architectural style of the house they serve**
- c) set garages back from the street frontage**
- d) locate parking in between houses (rather than in front) so that it does not dominate the street scene where possible**
- e) where parking is located in front of houses, design the street and the landscape to minimise their visual impact e.g. incorporate planting between front gardens.**

#### 4.4 WORKING AND SHOPPING

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

#### 4.4.2 WORKING AND SHOPPING POLICIES

#### 4.4.3 Land North of Formby Industrial Estate

##### **Policy WS1: Land North of Formby Industrial Estate**

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

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

#### 4.4.4 Justification/Supporting Text

4.4.5 The new business park referred to in Policy WS1 is the land subject of Local Plan allocation MN2.49 (Land North of Formby Industrial Estate).

4.4.6 Pedestrian crossing facilities would be incorporated into a new signal-controlled junction.

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

#### 4.4.8 Retention of Employment Land

##### **Policy WS2: Retention of Employment Land**

**Retain existing employment land in employment use.**

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

#### 4.4.9 Existing Employment Sites

##### **Policy WS3: Existing Employment Sites**

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

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

#### 4.4.10 Vitality and Viability

##### **Policy WS4: Vitality and Viability**

Proposals that retain and enhance the vitality and viability of the following shopping parades (shown in Appendix B, Maps 1 to 9, pages 78 to 82) will be supported, where they do not have an adverse impact upon the town centre or upon residential amenity: The expansion of retail, office and business uses in the following areas will be supported, subject to taking into account local character and residential amenity:

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

#### 4.4.11 **Justification/Supporting Text**

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

#### 4.4.12 New Shop Fronts

##### **Policy WS5: New Shop Fronts**

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

#### 4.4.13 Signage

##### **Policy WS6: Signage**

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

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

## 4.5 GETTING AROUND

### 4.5.1 GETTING AROUND POLICIES

#### 4.5.2 Rights of Way

#### **Policy GA1: Rights of Way**

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

#### **4.5.3 Justification/Supporting Text**

4.5.4 This objective addresses a number of different issues:

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

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

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

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

4.5.8 Good pedestrian and cycle connections are:

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

#### 4.5.9 Accessibility Audits and Travel Plans

#### **Policy GA2: Accessibility Audits and Travel Plans**

**All commercial, employment, leisure and residential developments will be expected to comply with the Council's Sustainable Travel & Development SPD, June 2018. In line with the SPD, planning applications should be accompanied by a Minimum Accessibility Standard Assessment (MASA) and for residential applications for more than 25 dwellings, by a Travel Statement and Travel Plan.**

#### 4.5.10 Provision for Pedestrians and Cyclists

##### **Policy GA3: Provision for Pedestrians and Cyclists**

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

**New residential streets will be designed with regard to the needs of pedestrians, cyclists and other highway users.**

**Pedestrian and cycle routes should share the same network as vehicular routes or follow an off-road route. These should be designed to feel safe. Where segregated routes are unavoidable, they should be provided alongside the vehicular carriageway**

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

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

#### **4.6 COMMUNITY, LEISURE AND WELLBEING**

##### 4.6.1 COMMUNITY, LEISURE AND WELLBEING POLICIES

##### 4.6.2 Infrastructure Delivery

##### **Policy CLW1: Infrastructure Delivery**

**The Parish Councils will work with Sefton Council, developers, community groups and other organisations to find ways of securing the delivery of infrastructure priorities for Formby and Little Altcar including through appropriate funding mechanisms.**

## 4.7 ENVIRONMENT, SUSTAINABILITY AND DESIGN

### 4.7.1 ENVIRONMENT, SUSTAINABILITY AND DESIGN POLICIES

#### 4.7.2 Local Green Space

#### **Policy ESD1: Local Green Space**

The sites set out in Table 1 and shown on Map 12, Page 66 are designated as local green space where development will be managed in a manner consistent with Green Belt policy.

#### **4.7.3 Justification/Supporting Text**

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

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

4.7.5 Table 1 lists the various sites as indicated on Map 12, page 66 with more detailed maps being provided in Appendix B, pages 83 to 95.

#### 4.7.6 High Quality Design

#### **Policy ESD2: High Quality Design**

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

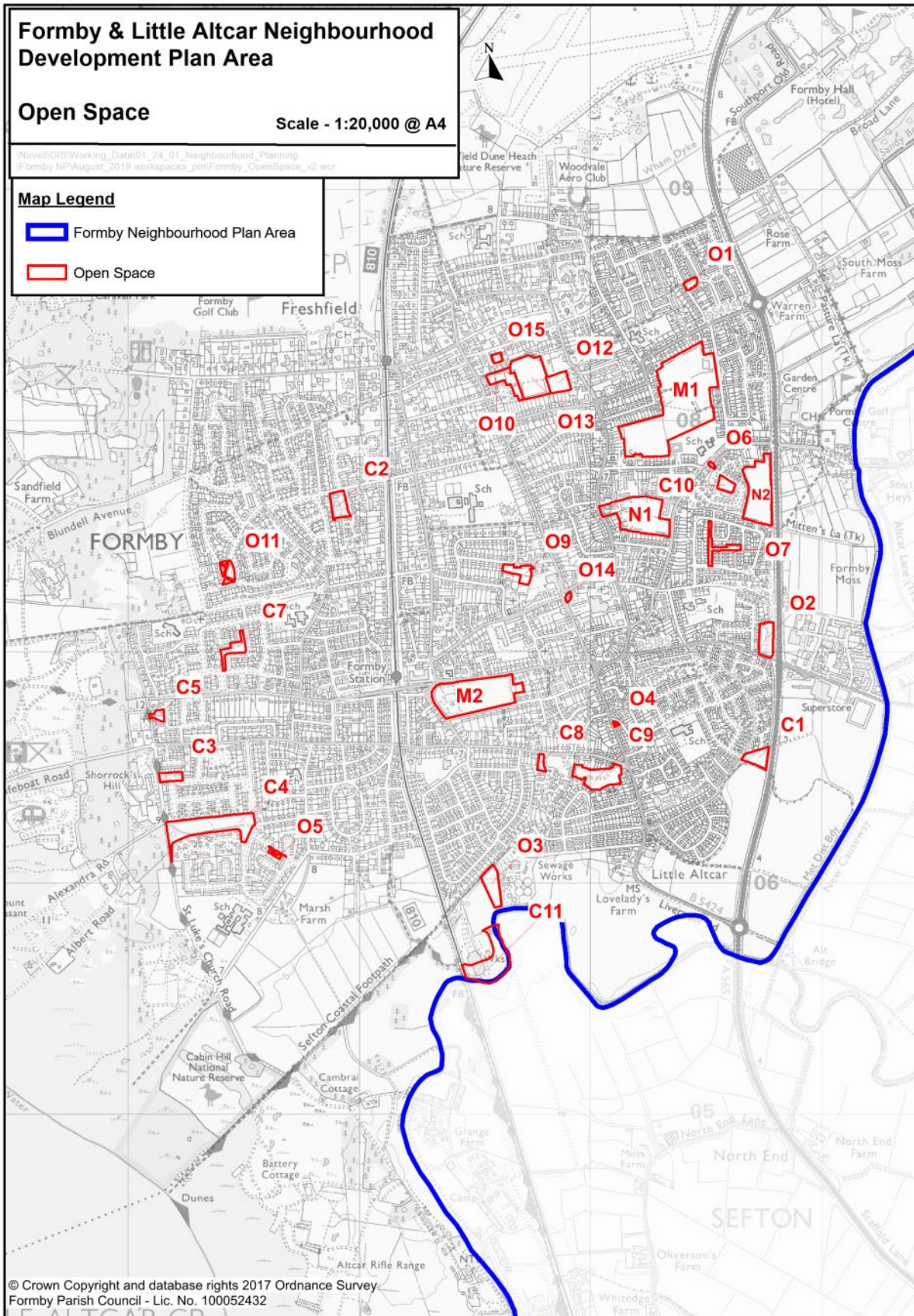
- a) Scale, density, height, landscape, layout, materials, access, frontages, and residential amenity.
- b) Retaining or creating good quality boundary and gateway features.
- c) Safety of movement and circulation of walkers, cyclists, vehicles and people with limited mobility/disability, both within and to/from the site.
- d) The outlook towards, within and from the development.
- e) The delivery of high-quality green infrastructure including accessible open space commensurable with the scale of development and consistent with Local Plan policy EQ9.



**TABLE1**

Ref	Description	Why is it special	Map
M1	Deansgate Lane Playing Fields	Public Park and Football Playing Pitches	Page 87
M2	Duke St. Park	Public Park and Football Playing Pitches	Page 88
N1	Watchyard Lane King George V Playing Field including OLOC Bowling Green and British Legion Bowling Green	Used for recreation and Football	Page 88
N2	Smithy Green Playing Field and Park	Consists of a playground and football pitches	Page 93
C1	Alt Road Playground	Children's play ground and serves the local community	Page 83
C2	Barkfield Lane Park	Children's play ground and serves the local community	Page 84
C3	Beechwood Drive Woods	Promotes health and wellbeing	Page 86
C4	Cambridge Rd. Recreation Ground	Recreation ground serving the local community	Page 85
C5	Church Green Pond	Recreation ground serving the local Community	Page 86
C7	Greenloons Walk Open Space	Recreation ground serving the local community and relieves pressure on the sensitive sites.	Page 95
C8	Harebell Close Site	Recreation ground serving the local community	Page 88
C9	Bills Lane Recreation Ground	Recreation ground serving the local community	Page 92
C10	Smithy Green Estate Open Space	Recreation ground serving the local community	Page 93
C11	Power House Site	Recreation ground serving the local community	Page 91
O1	Deansgate Lane North/Lingdales/Longton Drive	Adds to the visual amenity for the community and used for recreation	Page 89
O2	Allotments Altcar Road	Lack of these facilities	Page 90
O3	Allotments Hoggs Hill Lane	Lack of these facilities	Page 91
O4	Coronation Road (land at entrance from Liverpool Road)	Recreation ground serving the local community	Page 92
O5	Hadstock Avenue & Hayden Close	Recreation ground serving the local community	Page 85
O6	Smithy Green	Recreation ground serving the local community	Page 87
O7	The Green, Gardner Road Estate	Recreation ground serving the local community	Page 93
O9	Lonsdale Road/Holy Trinity School Site and Tennis Club	Recreation ground serving the local community	Page 94
O10	Formby Lawn Tennis Club	Recreation ground serving the local community	Page 94
O11	Wicks Green	Recreation ground serving the local community	Page 95
O12	The Paddock	Recreation ground serving the local community	Page 94
O13	Formby Hockey and Cricket Club	Recreation ground serving the local community	Page 94
O14	War Memorial Gardens	Special to the community and of historic significance	Page 94
O15	Tim Tab Bowling Green, Timms Lane	Recreation ground serving the local community	Page 94

# Map 12 - Formby & Little Altcar NDP Area Open Spaces



#### 4.7.7 Allotments

##### **Policy ESD3: Allotments**

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

#### 4.7.8 Renewable Energy

##### **Policy ESD4: Renewable Energy**

Renewable energy in Formby, particularly solar farms and off-shore wind turbines where these are in keeping with local character will be supported.

#### 4.7.9 Low Energy Consumption Homes

##### **Policy ESD5: Low Energy Consumption Homes**

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

#### 4.7.10 **Justification/Supporting Text**

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

#### 4.7.11 Green Infrastructure

##### **Policy ESD6: Green Infrastructure**

**New developments must be committed to the delivery and maintenance of high-quality green infrastructure including accessible open space commensurable with the scale of the development and consistent with Local Plan policy EQ9. Smaller developments as defined by EQ9 should provide appropriate mitigation. Developers should refer to the SPD open spaces.**

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

#### 4.7.12 Trees and Landscape

##### **Policy ESD7: Trees and Landscape**

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

## 4.8 FLOODING

- 4.8.1 **This section outlines** a Flooding Strategy designed to reduce and minimise flood risk for all existing and future residents in Formby and Little Altcar. The best available information on areas at risk of flooding will be used including local knowledge on flooding and sewerage problems. Issues will be dealt with through the determination of planning applications. In addition, using Community Actions, discussions aimed at resolving capacity and maintenance issues will be pursued with the competent authorities.
- 4.8.2 For new development, and in common with Government policy, the main aim will be to avoid inappropriate development in areas at risk of flooding. Inappropriate development will be directed away from areas at highest risk of flooding. This will involve consideration of a Flood Risk Assessment and applying, where necessary, a site specific Sequential Test and an Exceptions Test. All developments shall incorporate measures necessary to avoid any increase in flooding elsewhere.
- 4.8.3 Given the issue of existing surface water flooding in Formby and Little Altcar, all developments will be expected to include relevant measures aimed at easing on-going problems. Such measures will include reducing and slowing the discharge of surface water from development sites.
- 4.8.4 Flooding in the Plan area is covered by a comprehensive policy within the Local Plan for Sefton (Policy EQ8, Flood risk and Surface Water). All developments must be determined in accordance with this policy unless material considerations indicate otherwise. The policies set out below highlight matters of particular concern within Formby and Little Altcar and in circumstances where avoiding flood risk is always a better solution than mitigation.
- 4.8.5 In addition, the evidence base document EB11 (“Flooding Document”) sets out much detailed background information and preferences of the Parish Councils in regard to the design of development proposals. Nevertheless, it is the following policies against which applications will be determined.
- 4.8.6 Ground conditions and the drainage situation in Formby and Little Altcar are complicated. Applicants are advised to seek specialist advice.

#### 4.8.7 FLOODING POLICIES

#### 4.8.8 Avoiding Increased Flooding and Flood Risk

##### **Policy F1: Avoiding Increased Flooding and Flood Risk**

**In areas at risk of flooding from any source, developments shall not lead to an increase in flooding or increased flood risk on either the application site or elsewhere within the Plan area. Where reasonably practicable, developers shall demonstrate tangible, definite and measurable reductions in flood risk and actual flooding.**

#### **4.8.9 Justification/Supporting Text**

- 4.8.10 “Areas at risk of flooding” are shown on Map 9, page 39 and the related Surface Water Flood Risk Maps. They include the areas within Flood Zones 2 and 3; also, areas with critical drainage problems even though they may fall within Flood Zone 1. However, for all flood zones, reference should be made to the latest plans on the Environment Agency’s website. The defined flood risk areas may change in the future, for example, in recognition of climate change or actual flood events.
- 4.8.11 Applicants should be aware that there are other sources of flooding, for example, from overflowing sewers and from ground water emergence. Policies in this Plan are designed to minimise related problems. Information on vulnerable areas can be obtained from the competent authorities.
- 4.8.12 The policy is applicable to all types of development. It applies equally to new green spaces and landscaping where design and construction must recognise the need for a reduced overall level of flood risk. In this regard, trees and other landscape sustainable drainage features can have a role in managing flood risk.

#### 4.8.13 Flood Risk Assessments and Scheme Design

##### **Policy F2: Flood Risk Assessments and Scheme Design**

**In accordance with Government guidance, planning applications in areas at risk of flooding shall be informed by a site-specific Flood Risk Assessment (FRA) demonstrating how all sources of flood risk will be managed now and over the lifetime of the development (taking into account, for example, climate change).**

**Whether as part of the FRA or otherwise, scheme designs shall address the requirements of the Plan's flooding policies. They shall identify effects on all elements of the drainage system including, but not limited to, foul and surface water sewers, watercourses, water bodies and groundwater.**

#### **4.8.14 Justification/Supporting Text**

- 4.8.15 Advice on the carrying out of flood risk assessments is set out in the Government's Planning Practice Guidance (PPG). Assessments will be required, as advised, in all areas that are defined in this Plan as being at risk of flooding. In Critical Drainage Areas, the requirement will apply to proposals involving sites of 0.5 hectare or more (see the Local Plan for Sefton Policy EQ8). There are exceptions for some minor development and changes of use (see the National Planning Policy Framework (NPPF), Foot note 51).
- 4.8.16 An FRA prepared in accordance with the advice in PPG will provide evidence for Sefton Council to apply (if necessary) the Sequential Test. In this regard, it will be important to determine whether land with a lower risk of flooding can be found for the proposed development.
- 4.8.17 Various elements of scheme design are discussed in the evidence base document EB11 ("Flooding Document") which sets out various non-policy aspirations. These include not building properties at a level lower than the adjacent road or adjacent properties; avoiding the raising of land levels or other changes to natural topography; keeping new highways and footways free of flood risk; discouraging standing bodies of water adjacent to or up stream of developments; avoiding ground water storage systems or drainage by pumping; and discouraging preloading (to expel groundwater).

#### 4.8.18 Reduced Surface Water Discharge

##### **Policy F3: Reduced Surface Water Discharge**

**Developments shall seek to maximise reductions in surface water run-off as compared with the pre-development situation. Designs shall also lead to a reduction in the speed at which surface water discharges from the site.**

#### **4.8.19 Justification/Supporting Text**

4.8.20 Flooding-related problems are likely to be less intense in circumstances where surface water run-off from a site is reduced and slowed. These measures will help relieve sewer flooding especially in systems that have insufficient capacity to deal with severe rainfall events. Slowing the rate of discharge is also directed at reducing problems associated with the River Alt, when water backs up along surface water sewers and leads to associated flooding. Slowing the rate of discharge will reduce pressure on the system and aid return to a state of equilibrium

#### 4.8.21 Attenuation Areas

##### **Policy F4: Attenuation Areas**

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

#### **4.8.22 Justification/Supporting Text**

4.8.23 Certain areas are meant to store water at times of flood or excessive run-off. If development were to take place in such areas, the ability to store water would be reduced and water would be displaced elsewhere, transferring the flooding problem. Therefore, development is precluded in these circumstances. The competent authorities will assist in identifying attenuation areas.

4.8.24 Attenuation areas are often akin to (and may form part of) Flood Zones 3a and 3b. There are limited instances where compatible development could be acceptable, subject to conditions (see PPG (Guidance on Flood risk and coastal change, Paragraphs: 066 and 067).

#### 4.8.25 Reduced Discharges to Combined Sewers

##### **Policy F5: Reduced Discharges to Combined Sewers**

**Developments shall seek to maximise reductions in discharges to combined sewers as compared with the pre-development situation.**

#### **4.8.26 Justification/Supporting Text**

4.8.27 From time to time, combined sewers in the Plan area are overloaded and result in flooding problems when related overflows occur. Discharges to combined sewers can be reduced by measures that include water harvesting and recycling, the incorporation of soakaways where ground conditions permit and, where practicable, the use of sustainable drainage systems (which are positively encouraged).



## APPENDIX A - GLOSSARY

Acronym	Subject	Explanation
	Affordable Housing	<p>Definition as per pg. 64 of the NPPF (Feb 2019)</p> <p><b>Affordable housing:</b> housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>a) <b>Affordable housing for rent:</b> meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b) <b>Starter homes:</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>c) <b>Discounted market sales housing:</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) <b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p>

<b>CSH</b>	Code for Sustainable Homes	The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. It is an environmental assessment method for rating and certifying the performance of new homes, and it is possible to secure a CSH rating of between zero and six, with six being the most sustainable.
	Comparison Retail	A shop that sells goods such as clothing, shoes, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects. Does not include those goods defined under 'Convenience Retail' below.
	Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees
	Consultation Statement	A Consultation Statement accompanying the Formby and Little Altcar NDP is required by the Localism Act. The Consultation Statement must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
	Convenience Retail	A shop that sells food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.
	Core Objective	An objective developed specifically for the Formby and Little Altcar NDP through consultation with local people.
	Curtilage	The area of land, usually enclosed, immediately surrounding a home.
<b>DAS</b>	Design and Access Statement	A report accompanying and supporting a planning application. Required for many types of planning application – both full and outline – but there are some exemptions. They are not required for householder applications. Design and access statements are documents that explain the design thinking behind a planning application.
<b>DPD</b>	Development Plan Document	A type of Local Development Document which carries significant weight in the development control process. Development Plan Documents are spatial planning documents which are subject to independent examination.
	Development Plan	Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.
	Dwelling mix	The mix of different types of homes provided on a site. May typically include a range of types from, say, 1 or 2 bedroom homes, bungalows together with larger 4 bedroom houses.

	Evidence Base	The researched, documented, analysed and verified basis for preparing the Formby and Little Altcar NDP. It consists of many documents produced over a period of years, many of which have been produced by Sefton MCB as part of the process of developing its Local Plan.
	Evidence Base Summary	A document produced as part of the process of developing the Formby and Little Altcar NDP. It supports the Plan by setting out a summary of the relevant Evidence Base.
	Examination	An independent review of the Neighbourhood Development Plan carried out by an Independent Examiner.
	Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
	Gross density	The number of dwellings per hectare when the calculation of the site area includes the entire site area.
<b>HRA</b>	Habitats Regulations Assessment	The European Union Habitats Directive aims to protect the wild plants, animals and habitats that make up our diverse natural environment. The directive created a network of protected areas around the European Union of national and international importance. They are called Natura 2000 sites. If development is likely to affect a Natura 2000 site, an assessment under the Habitats Regulations is required.
<b>HNA</b>	Housing Needs Assessment	Housing Needs Assessment typically involves compilation and evaluation of specific demographic data, economic characteristics and trends, current housing inventory and characteristics, government policies and incentives, and the adequacy and availability of selected community services.
	Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.
	Intermediate Affordable Housing	Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.
	Listed buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
<b>LCR</b>	Liverpool City Region	An economic and political area of England centred on Liverpool, which also incorporates the local authority districts of Halton, Knowsley, Sefton, St Helens, and Wirral.
	Local destination	A place that local people need or want to get to on a regular basis. Examples includes schools, places of worship and GP surgeries.
<b>LDD</b>	Local Development Document	An individual component or document of the Local Development Framework.

<b>LDF</b>	Local Development Framework	The portfolio of Local Development Documents
	The Localism Act	An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
	Major Developments	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
	Market housing	Housing for sale or for rent where prices are set in the open market.
<b>MASA</b>	Minimum Accessibility Standard Assessment	Sefton MBC Sustainable Travel and Development assessment to assess the extent to which a proposed development is accessible by all modes of transport.
	Mixed use	Developments where more than one use is constructed. Uses may be mixed within the same building (e.g. offices above shops) or may be mixed across the site (e.g. houses next to shops and community facilities)
<b>NPPF</b>	National Planning Policy Framework	The National Planning Policy Framework was first published by the government in March 2012, and subsequent revisions. It sets out the Government's planning policies for England and how these are expected to be applied.
<b>NP or NDP</b>	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for a defined area subject to examination and approval by referendum. Following a positive referendum vote it will become a "made" plan and used in the determination of planning applications.
	Net density	The number of dwellings per hectare when the calculation of the site area excludes features such as open spaces for the benefit of the wider community, significant landscape buffers and major access roads.
	Plan Period	The period for which the Formby and Little Altcar NDP will set policy for Formby and Little Altcar. This will be from adoption of the Plan until 2030. The lifetime of the Plan may be extended beyond 2030 by agreement between Formby and Little Altcar Parish Councils and Sefton MBC.
	Publicly Accessible Open Space	Open space that is open to the public and is normally owned and managed by a private owner.
	Public Open Space	Open space that is open to the public and is normally owned and managed by a public organisation such as Formby and Little Altcar PCs, Sefton MBC or is covered by a Management Plan.
	Ramsar	Wetlands of international importance, designated under the 1971 Ramsar Convention.
	Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Formby and Little Altcar NDP, the referendum will decide whether or not to adopt the Plan.

<b>RSL</b>	Registered Social Landlord	Independent housing organisations registered with the Tennant Services Authority under the Housing Act 1996.
<b>SSSi</b>	Site of Special Scientific Interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
	Social Rented Housing	Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
<b>SMBC</b>	Sefton Metropolitan Borough Council	The Local Authority for Formby and Little Altcar.
<b>SME</b>	Small Medium Enterprise	Small and medium-sized enterprises are non-subsidiary, independent firms which employ fewer than 250 employees.
<b>SEA</b>	Strategic Environmental Assessment	Assessments made compulsory by a European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required.
<b>SA</b>	Sustainability Appraisal	A process of appraising policies for their social, economic and environmental effects, which must be applied to all Development Plan Documents.
<b>SUDS</b>	Sustainable Urban Drainage Systems (SUDS)	A drainage system that controls the rate and quantity of run-off of surface water from developments. It replaces the conventional practice of routing runoff through a pipe to a watercourse, which can cause problems with flooding. SUDS minimises run-off by putting surface water back into the ground on site through measures such as permeable paving, underground infiltration blankets and drainage swales (similar to traditional ditches). Where surface water must still be taken off-site (because, for example, the site is underlain by clay that reduces the permeability of the ground), features to slow down the rate of runoff are used – these may include ponds or underground storage tanks to store water, and oversized pipes.
	Sustrans	A charity whose aim is to enable people to travel by foot, bike or public transport for more of the journeys made every day. Sustrans are responsible for the National Cycle Network.
	Steering Group	A group of people representing the Parish Councils, residents, associations, community groups and businesses that informed the early work on the Formby and Little Altcar NDP.
	Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, A1 is shops and B2 is general industrial.
	Windfall Sites	Sites not allocated for development in the Formby and Little Altcar NDP or the Sefton Local Plan that unexpectedly comes forward for development.

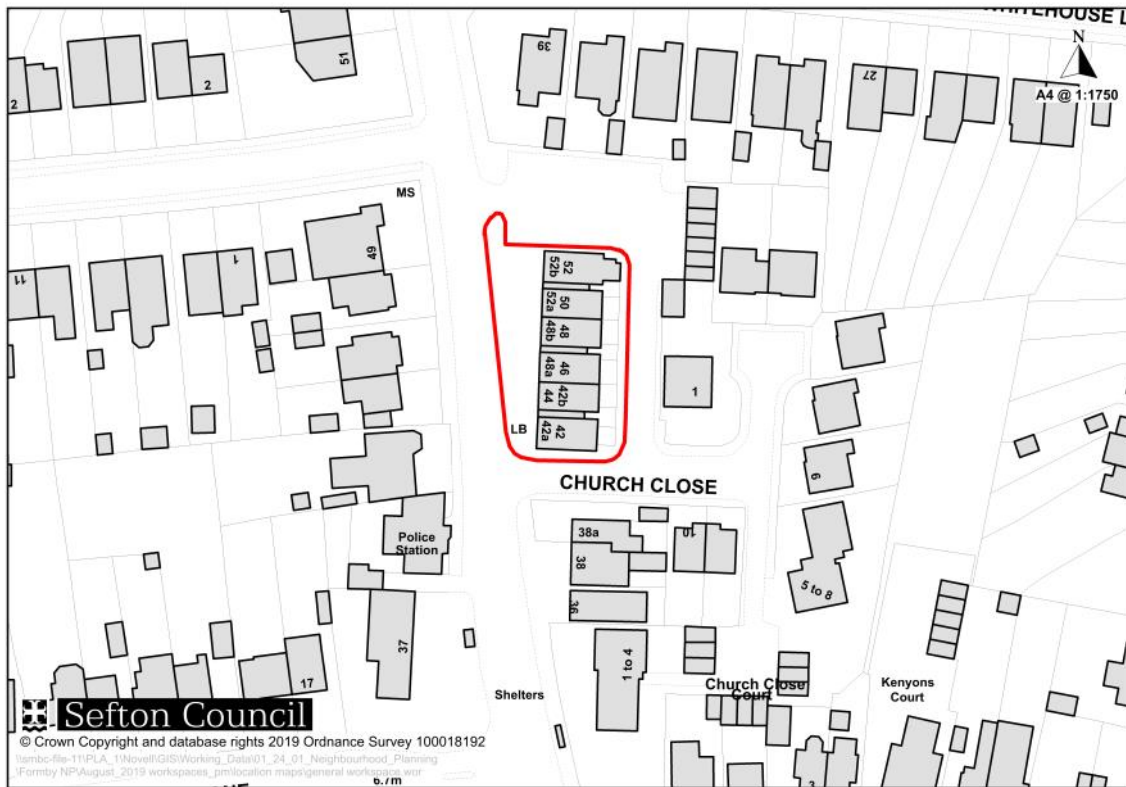
APPENDIX B – MAPS

SHOPPING PARADES (POLICY WS4: VITALITY AND VIABILITY)

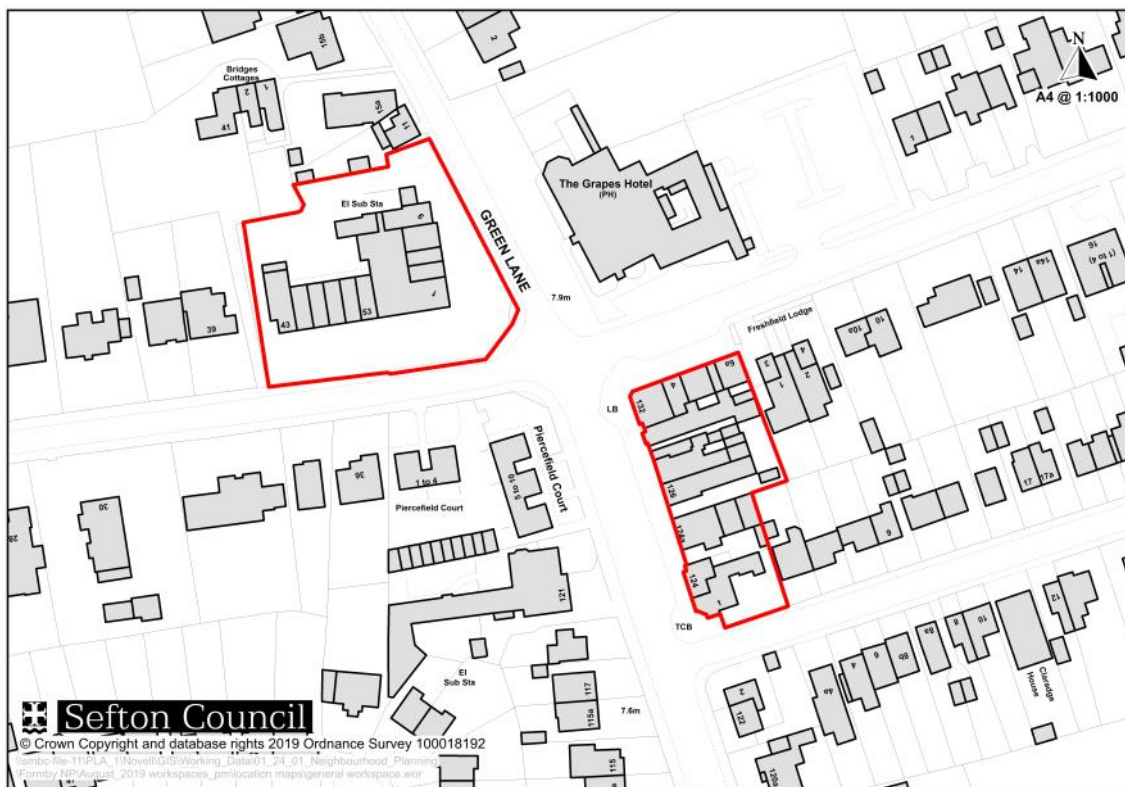
**Map 1 – Church Road, opposite the Fire Station**



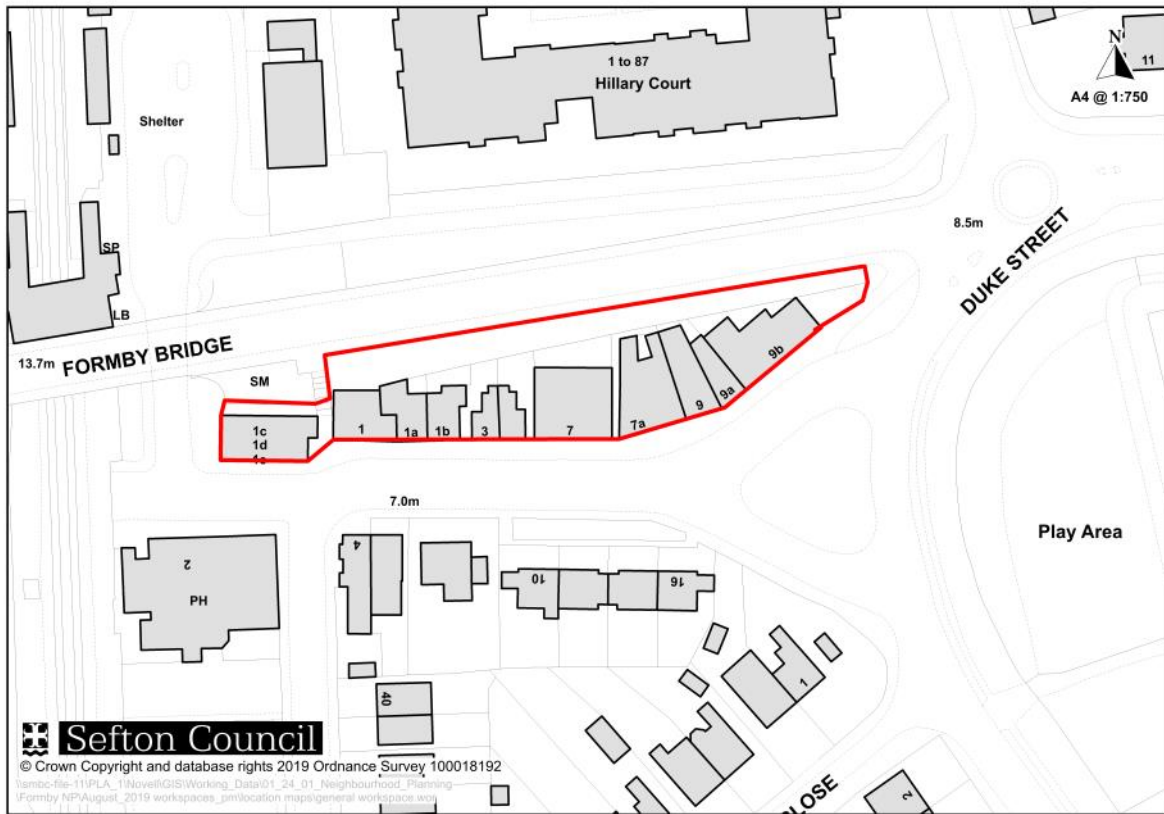
**Map 2 – Church Road, opposite the Police Station**



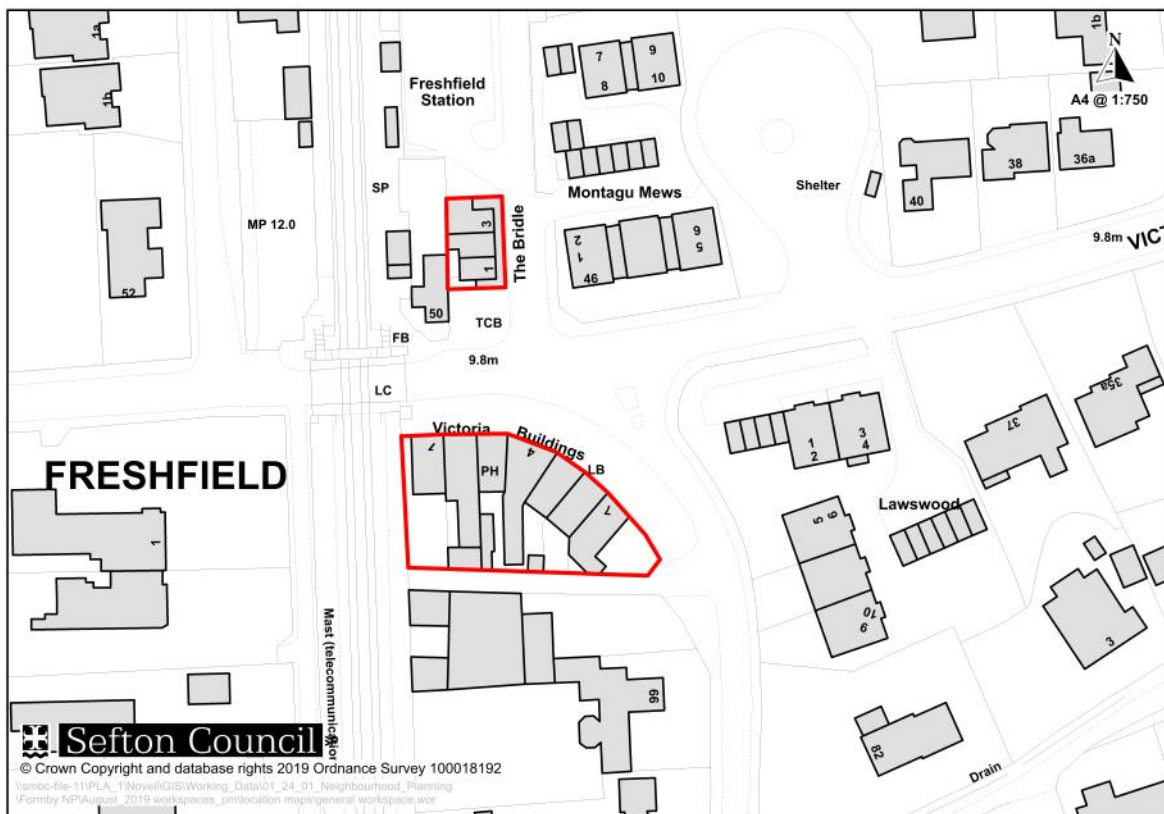
**Map 3– Embassy Buildings and Church Rd and Ryeground Lane**



## Map 4 – Formby Station Shops

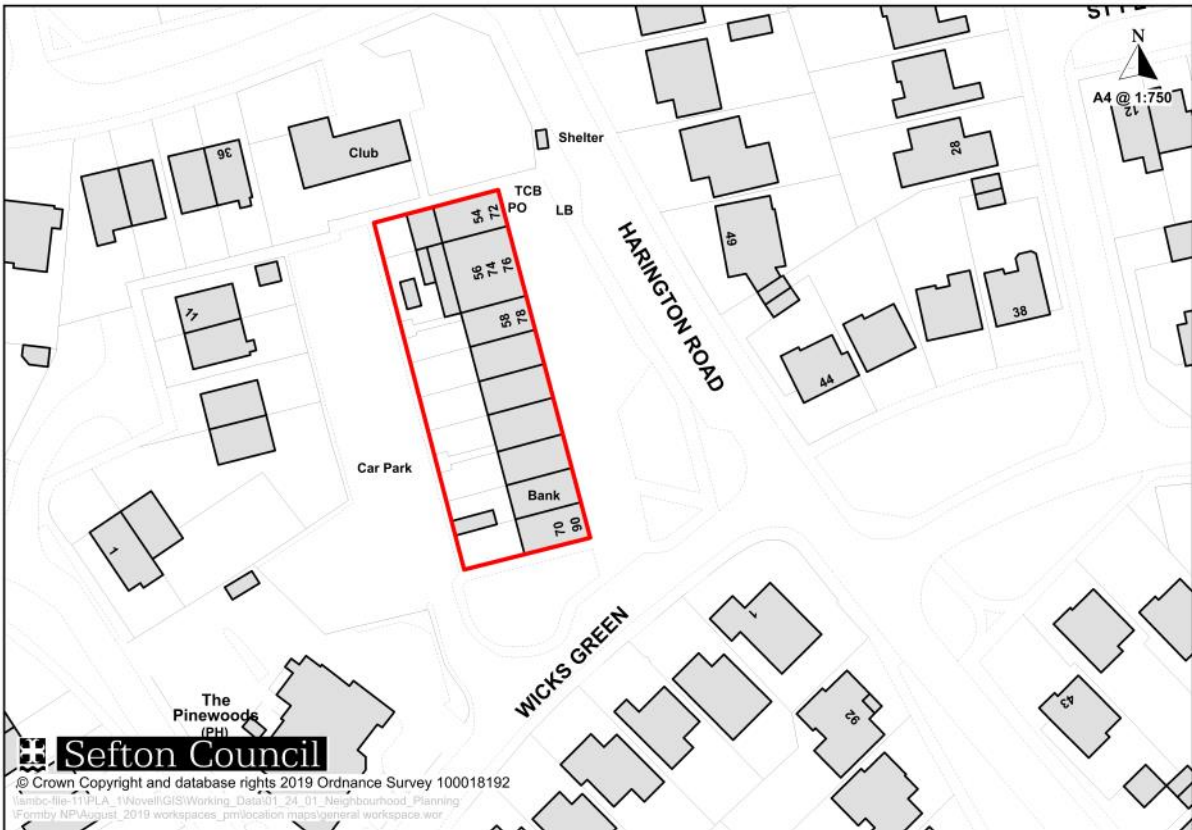


## Map 5 - Freshfield Road and Victoria Buildings

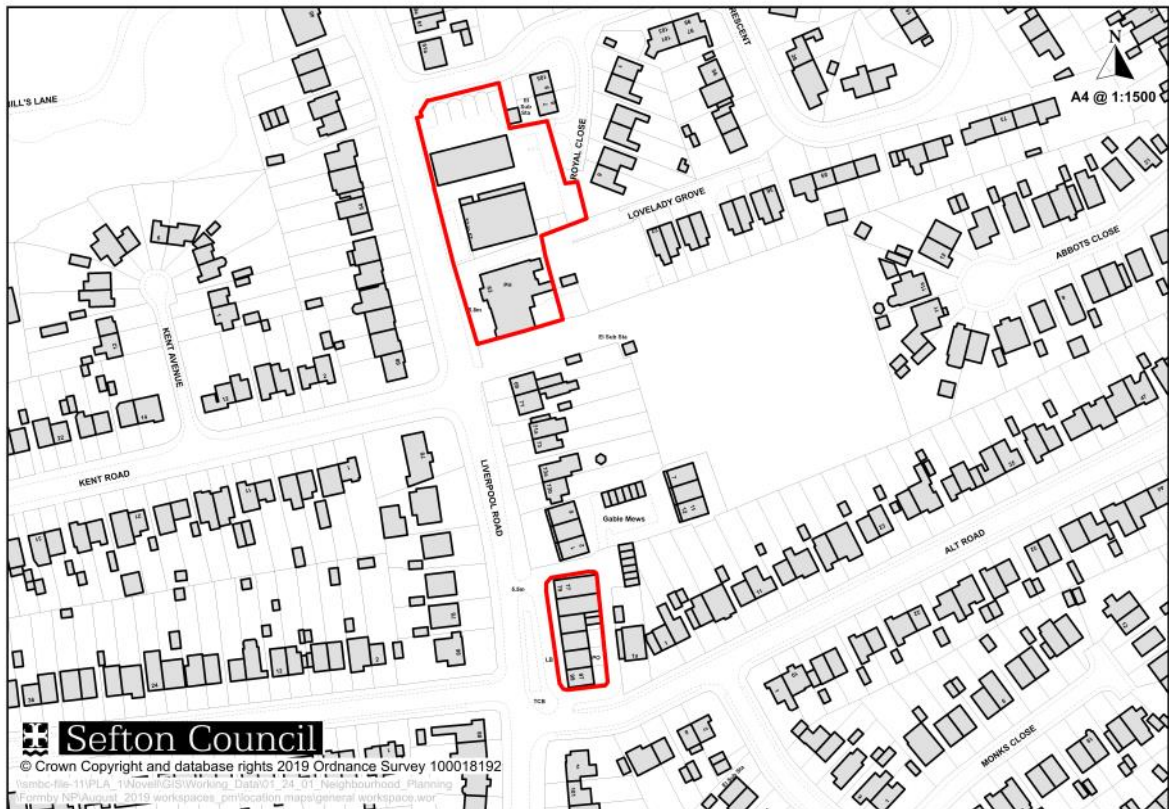




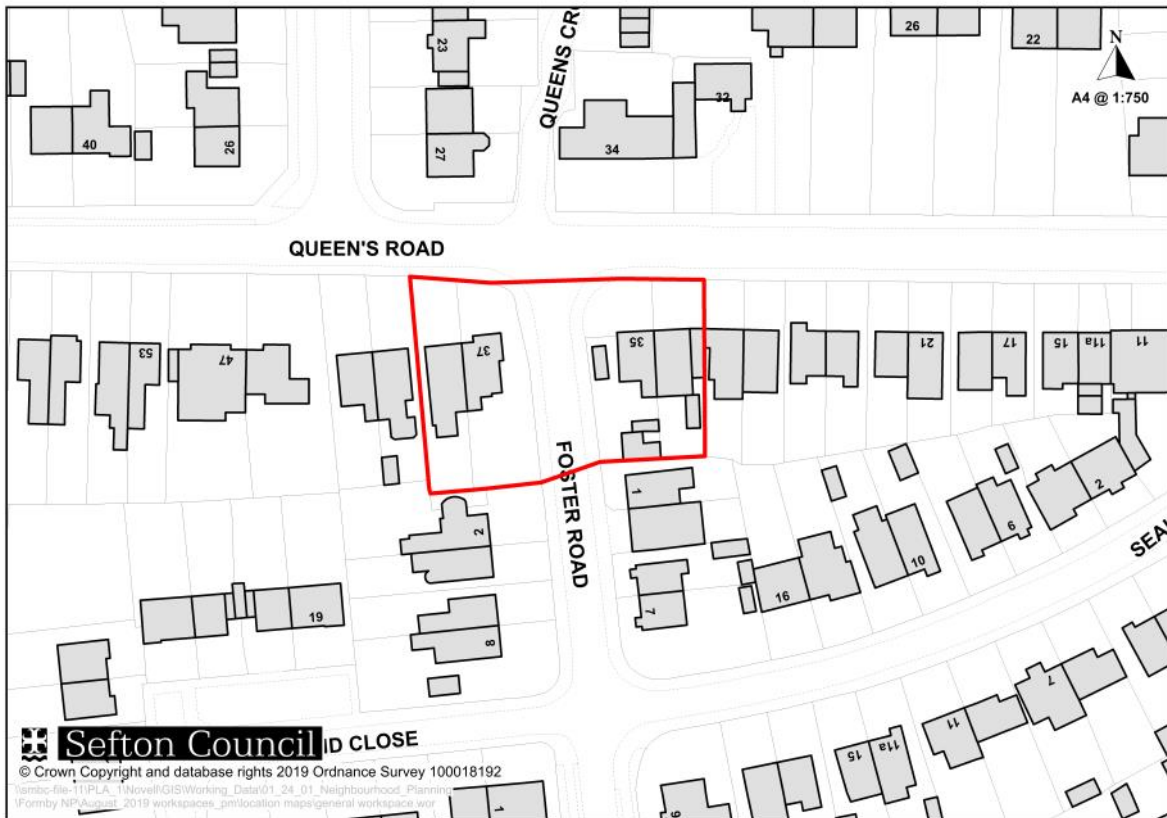
## Map 6 – Harington Road/Wicks Green



## Map 7 – Liverpool Road



## Map 8 – Queens Road

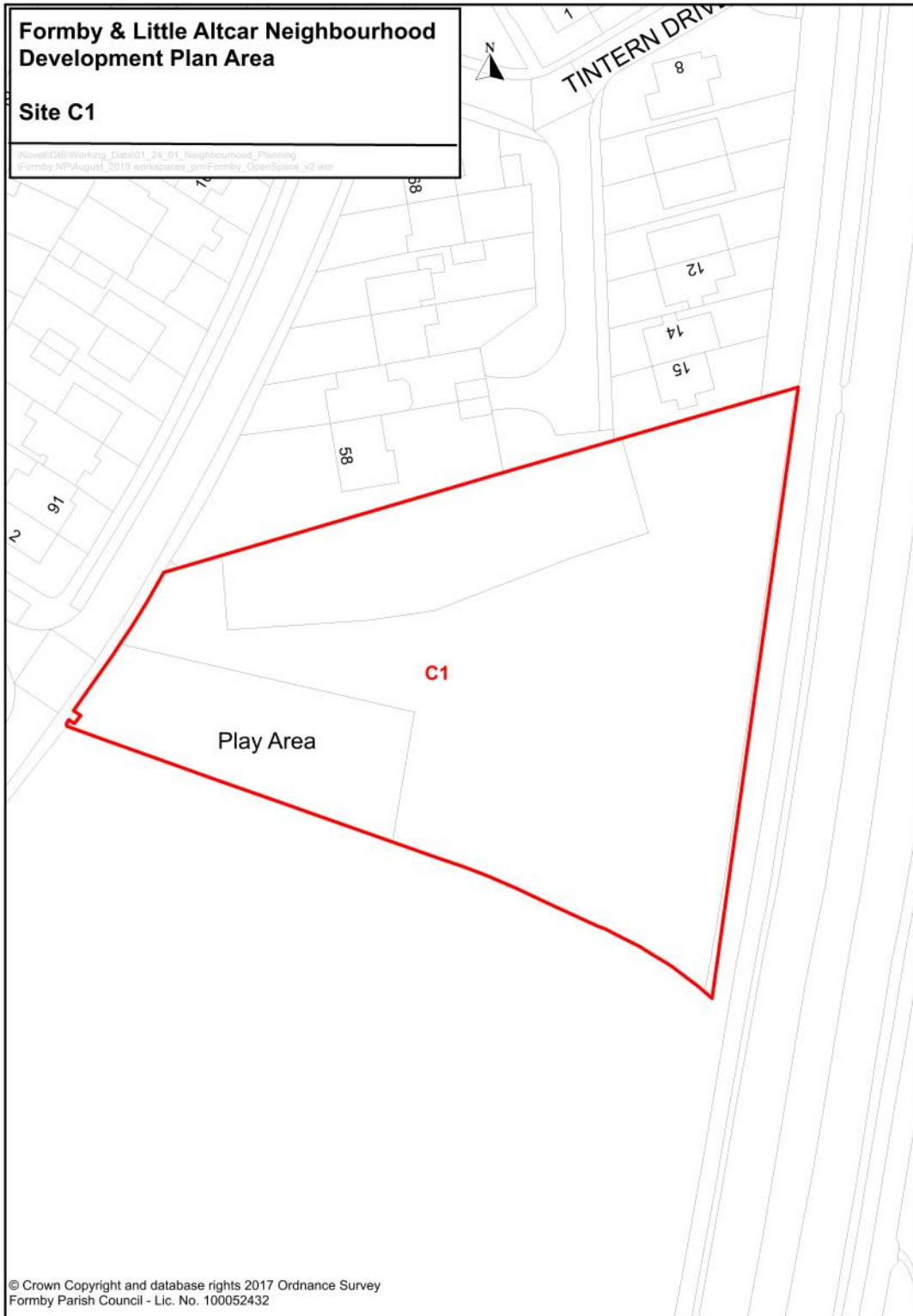


## Map 9 – Redgate



# OPEN SPACE MAPS TO SUPPORT POLICY EDS1 LOCAL GREEN SPACES

## SITE C1



# SITE C2

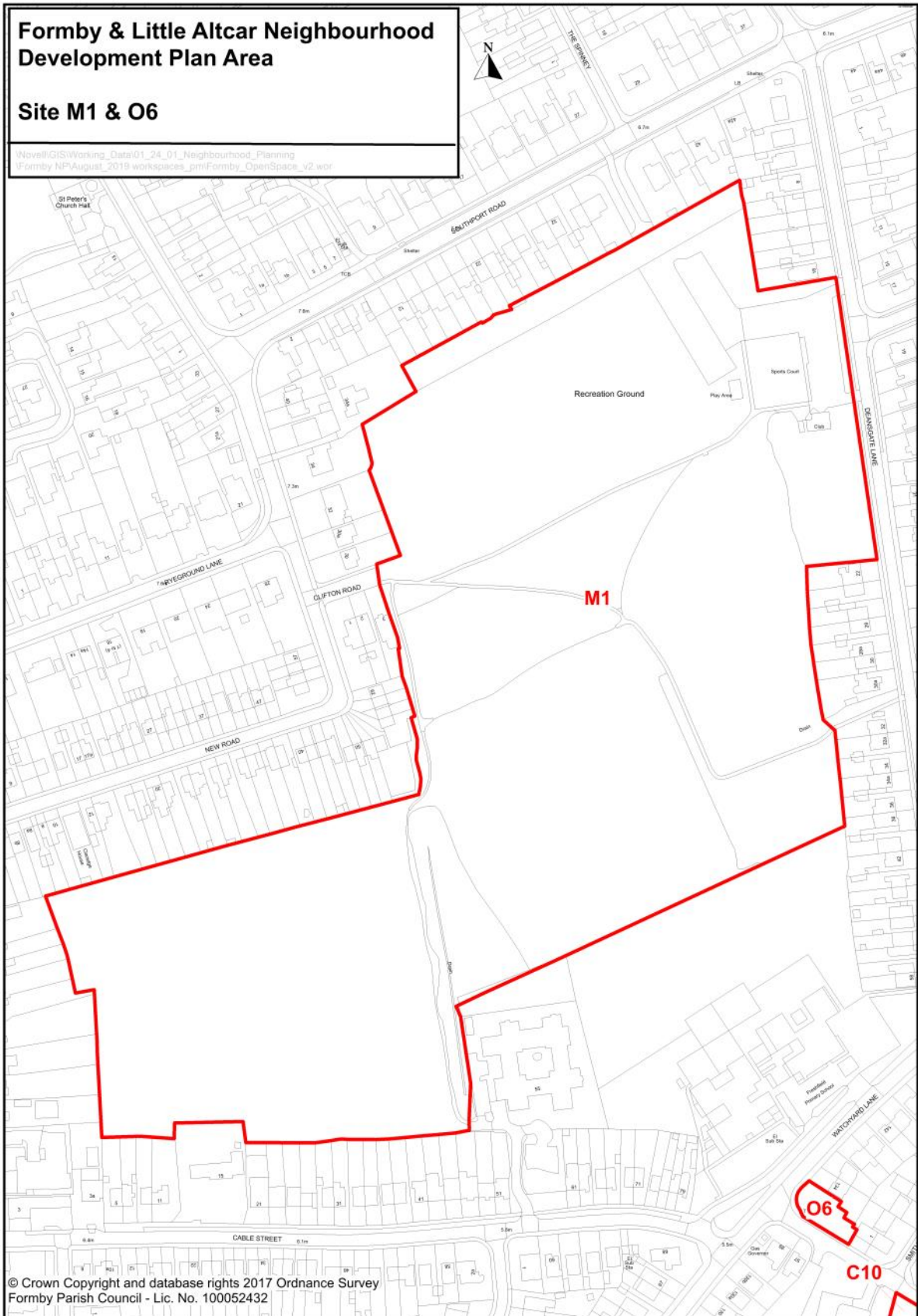




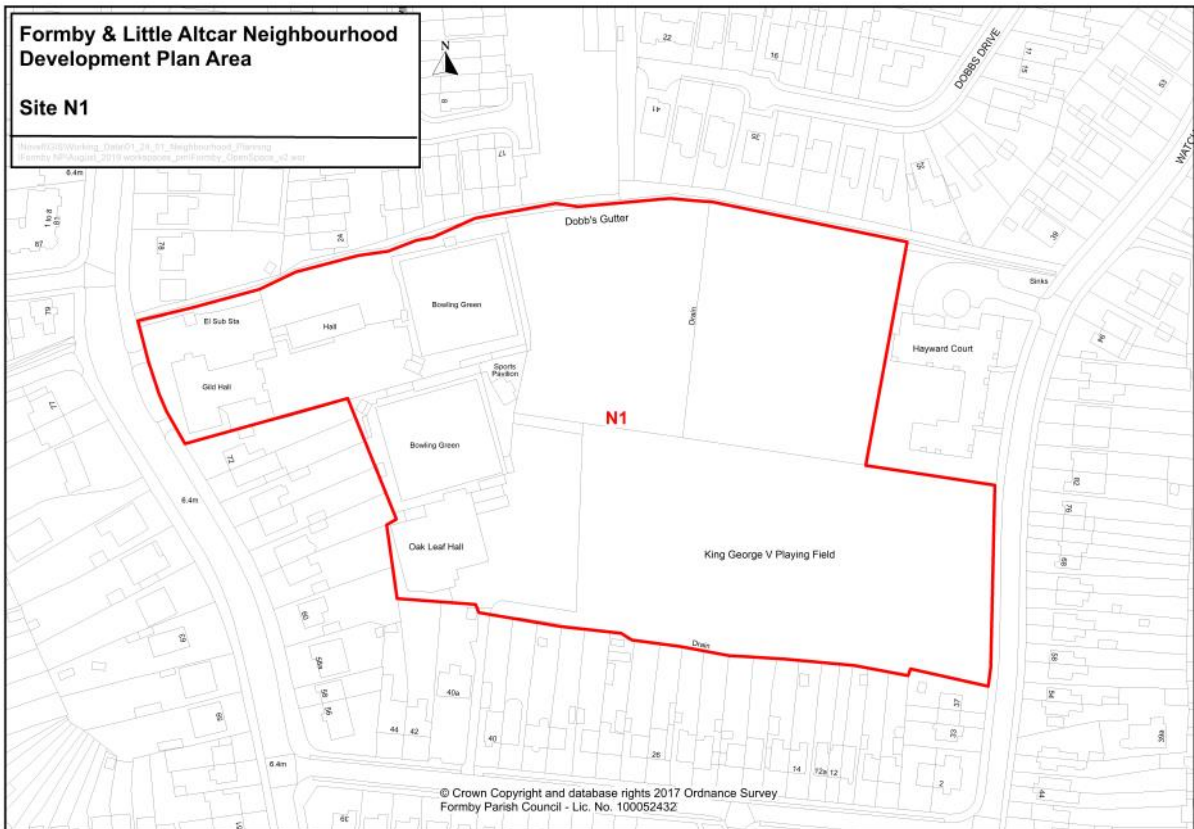
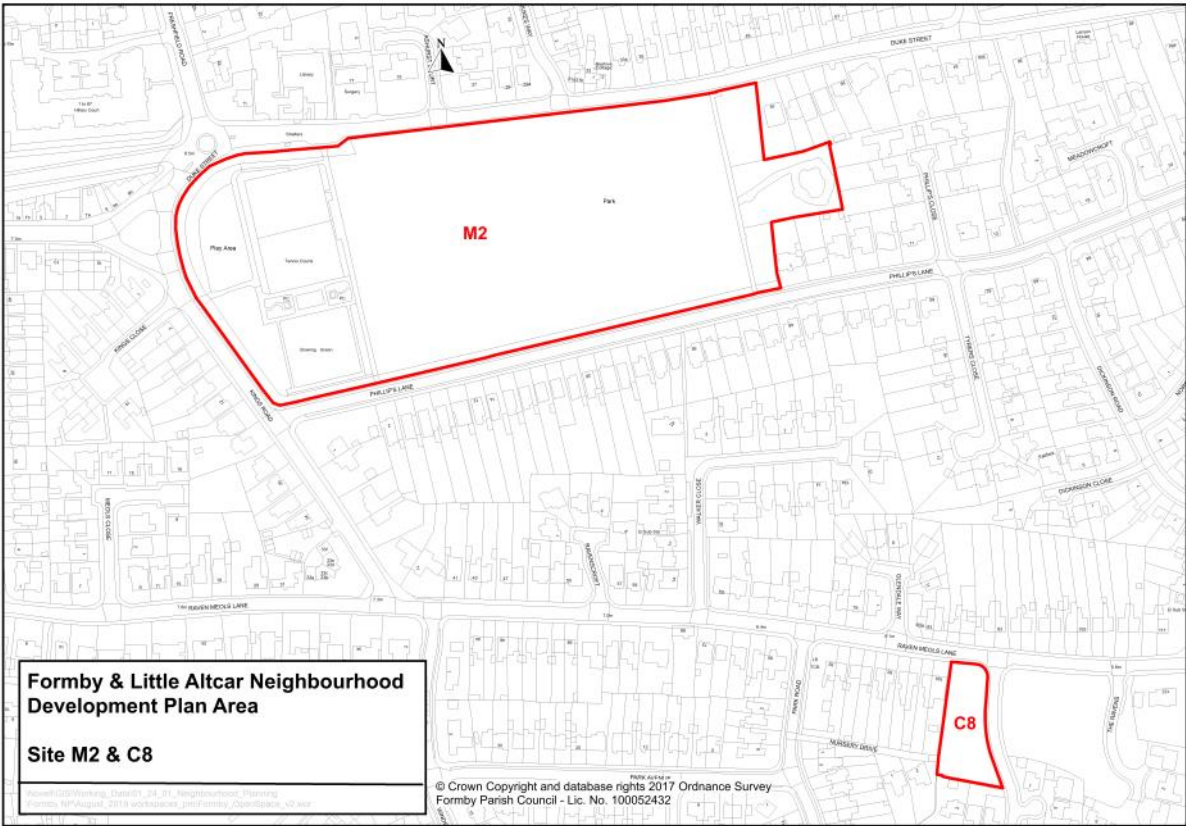
# SITE C5 and C3



# SITE M1 and O6

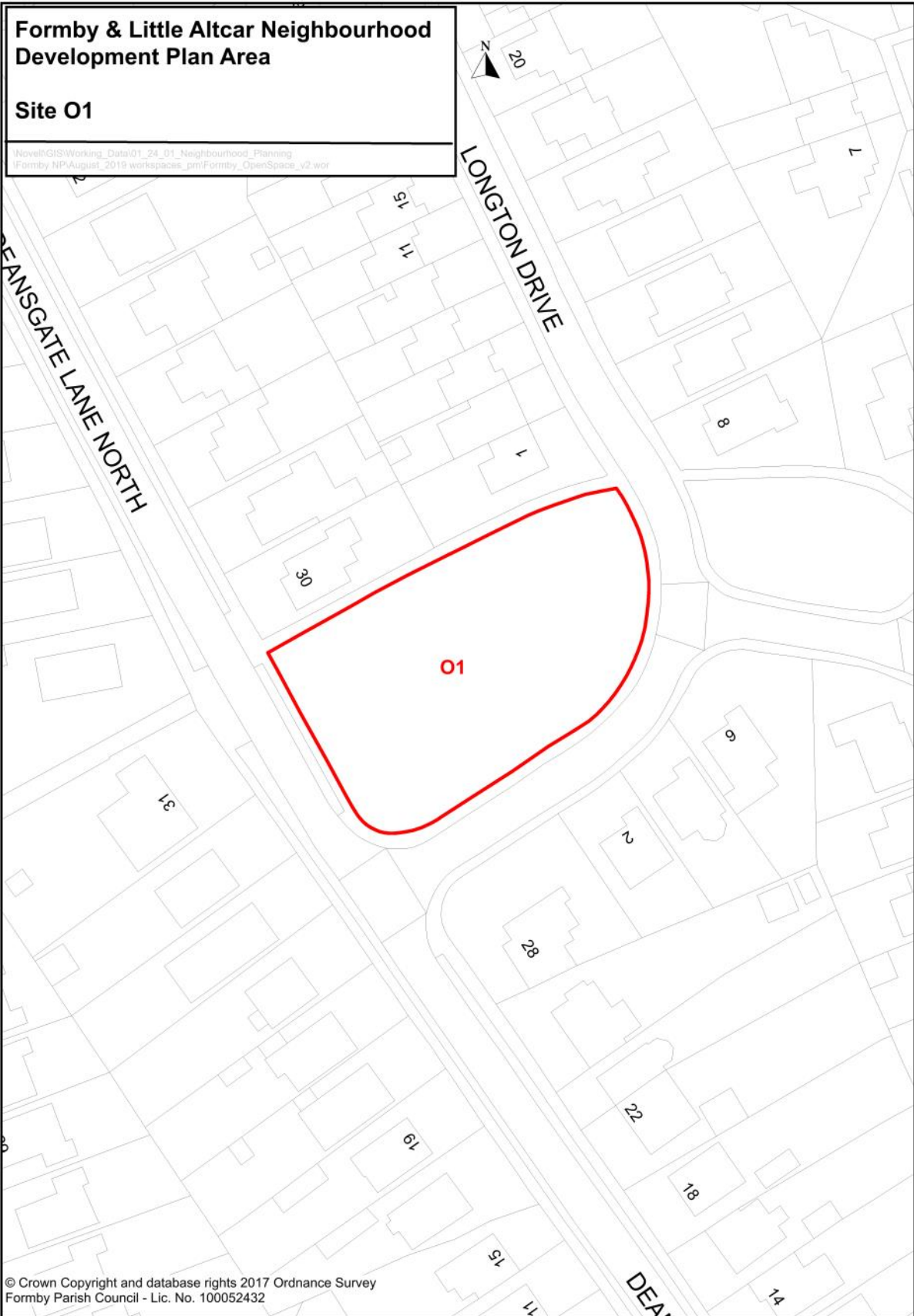


# SITE M2 and C8 and N1

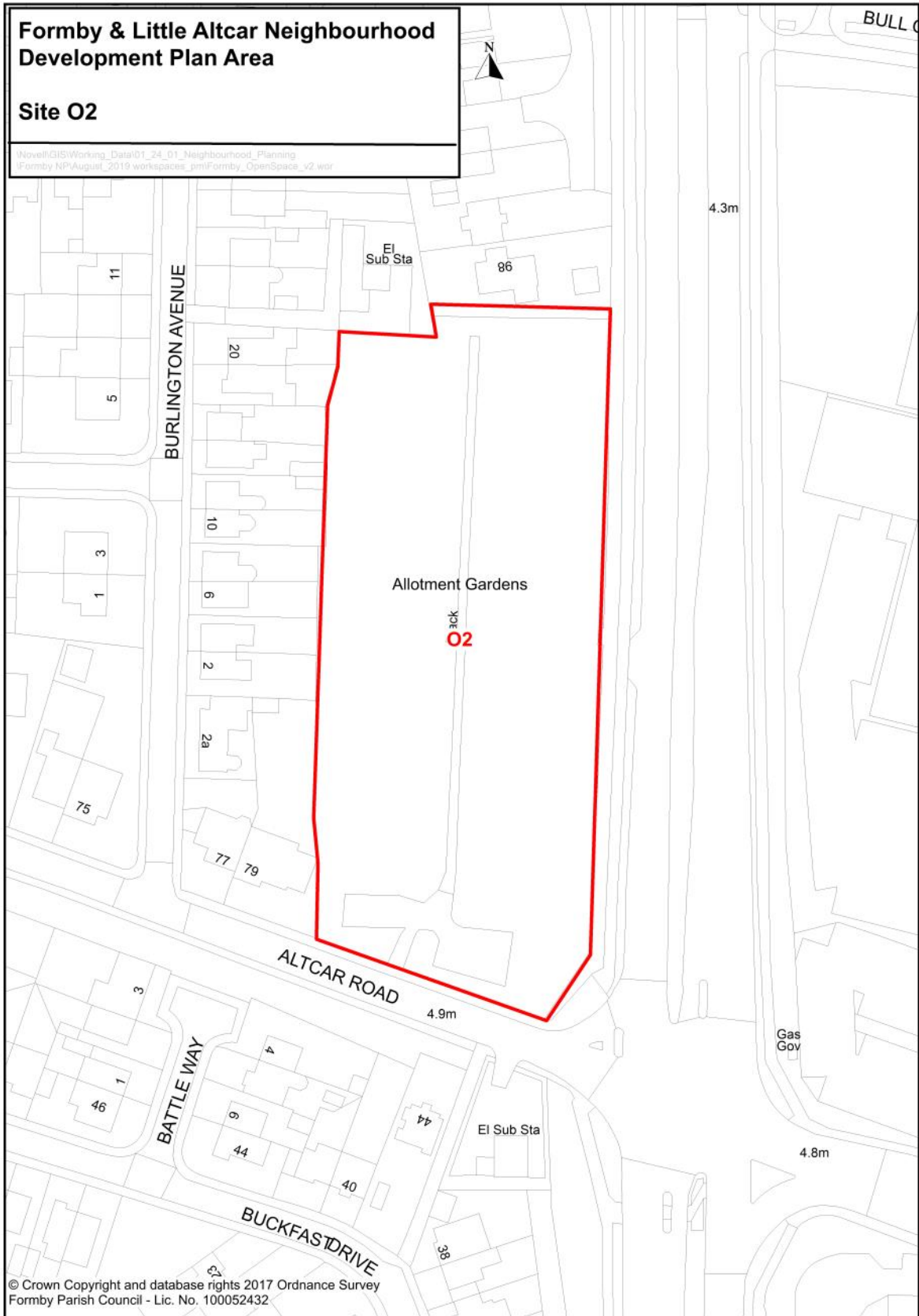




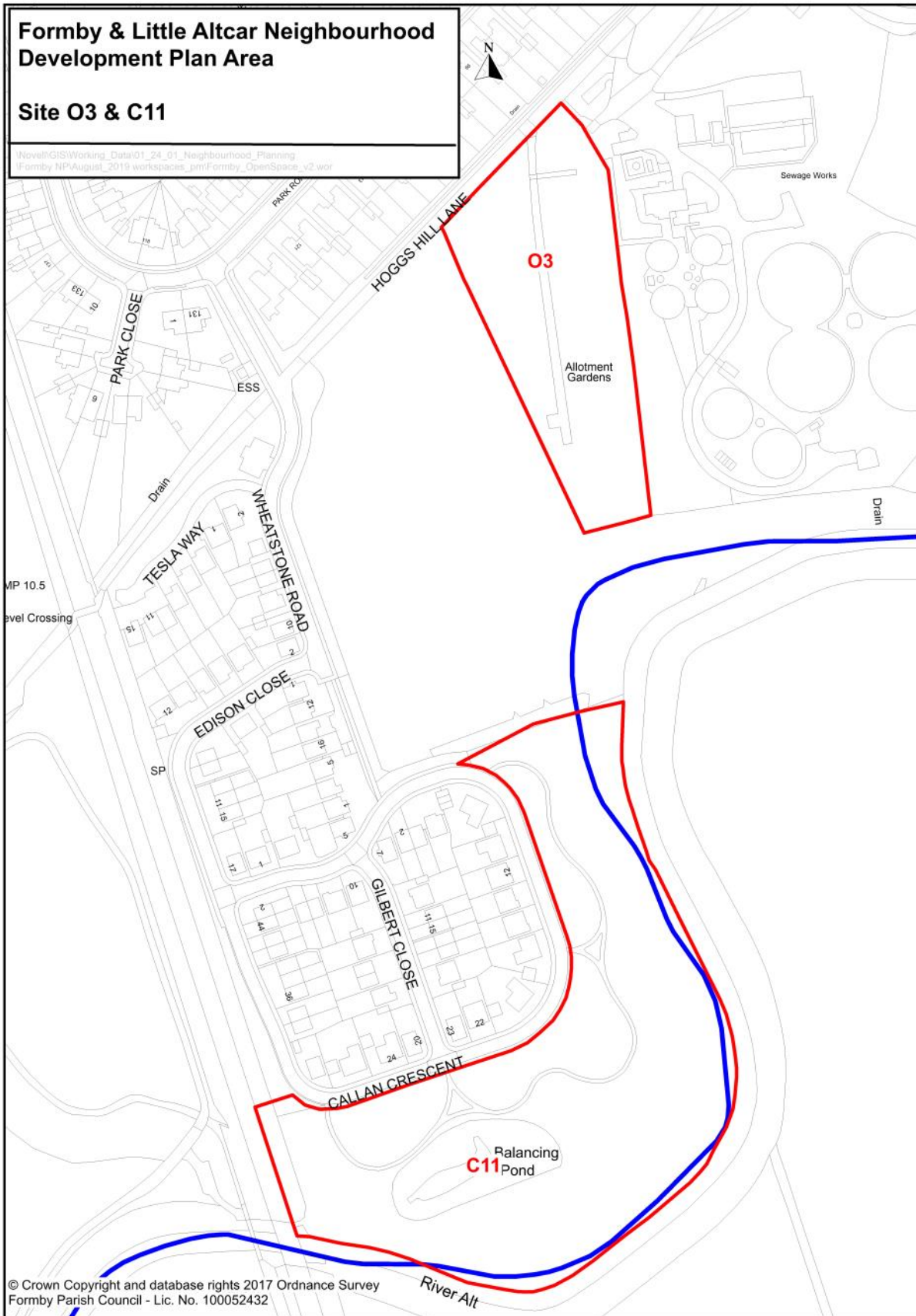
# SITE 01



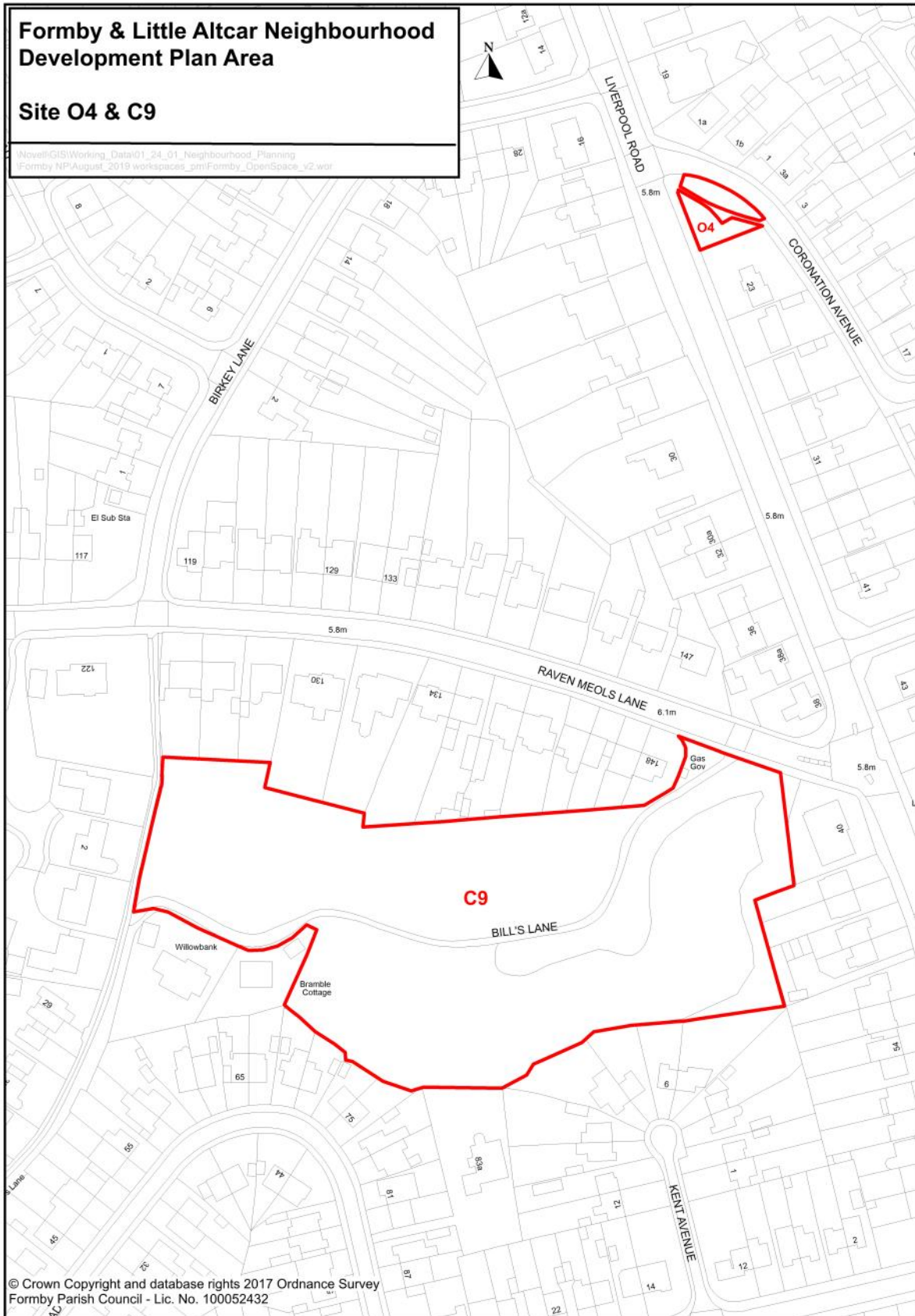
# SITE O2



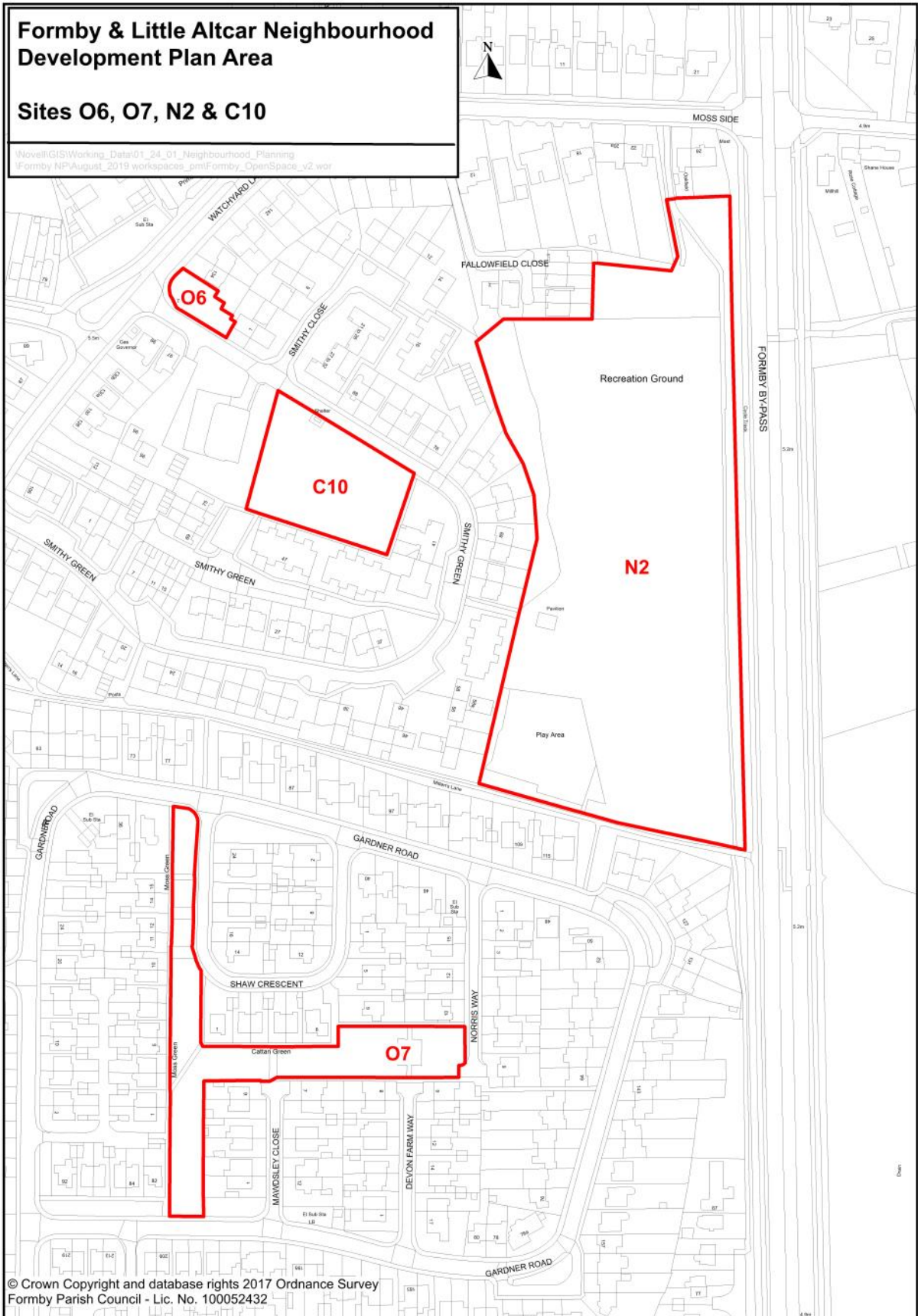
# SITE O3 and C11



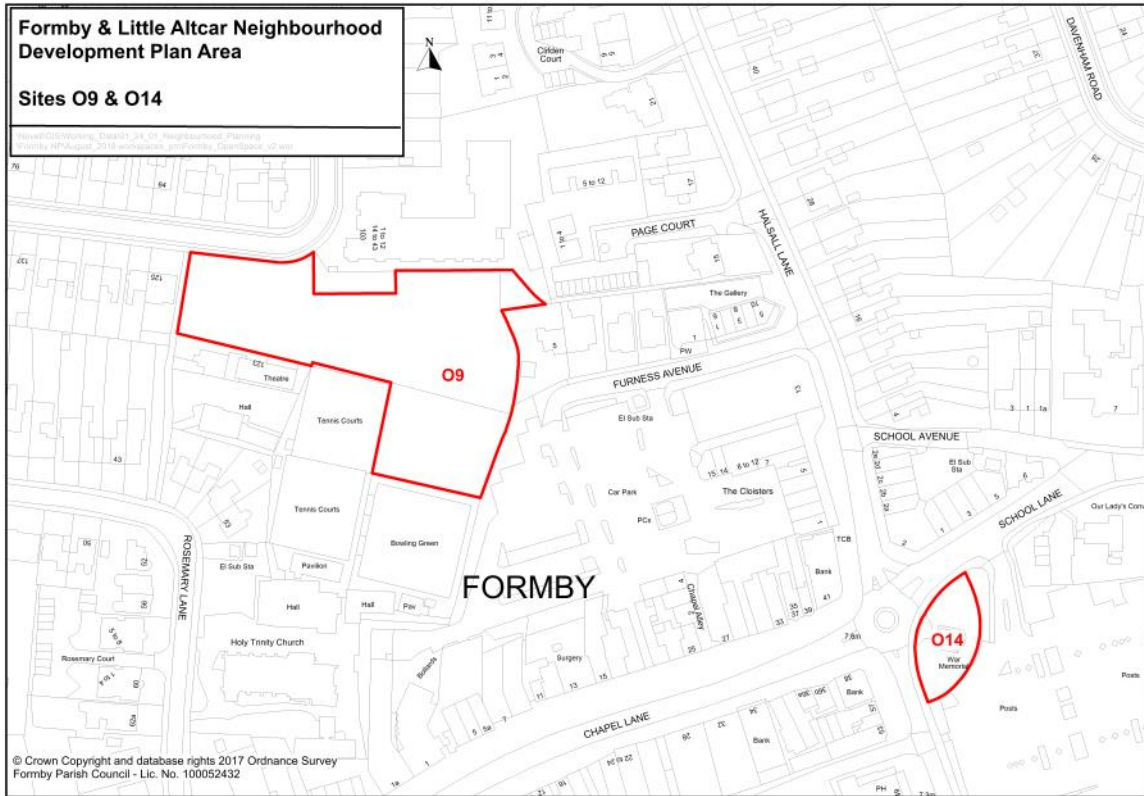
# SITE O4 and C9



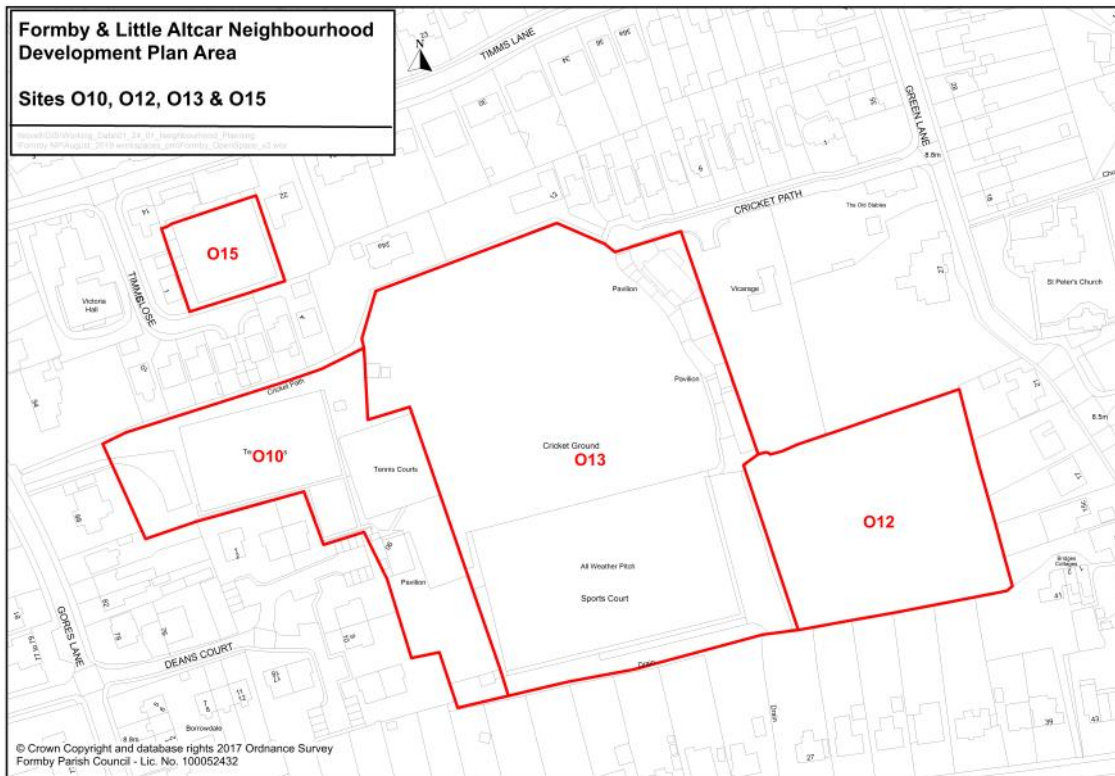
# SITE O6, C10, N2 and O7



## SITE 09 and 014



## SITE 015, 010, 013 and 012



# SITE O11 and C7



