

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS06	Settlement Area	Formby	Policy ref (if applicable)	MN2.12
SiteAddress	Land north of Brackenway (extension to proposed Local Plan allocation SR4.11)				
SiteType	Potential Housing Allocation			SiteArea(Ha)	13.7



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Frequent Bus Stops	0 %	(<400m)	100 %	(<800m)	0 %	(>800m)
Primary School	96.1 %	(<800m)	3.9 %	(<1,200m)	0 %	(>1,200m)
District Local Centres	9.4 %	(<800m)	90.6 %	(<1,200m)	0 %	(>1,200m)
Neighbourhood Park	36.3 %	(<600m)	63.7 %	(<900m)	0 %	(>900m)
GPs/Health Centres	0 %	(<800m)	2.2 %	(<1,200m)	97.8 %	(>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	Yes	Potential to significantly reduce existing flood risk issues to properties on Hawksworth Drive. 7.9 ha of new habitat is proposed, as well as a new junction onto the Formby Bypass.
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting the high affordable housing need in Formby.
7. Would the site meet any other wider need or provide other benefits?	No	

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Moderate Constraint	Site is designated as a Local Wildlife Site. Mitigation / compensatory measures would be required. There is scope for significant on-site mitigation to address this issue.
2. HRA	Screened In	
3. Flood Risk	Significant Constraint	12% of the site is in Flood Zone 3, and a further 33% is in Flood Zone 2. The northern and eastern parts of the site have high surface water flood risk. Susceptible to ground water flooding.
4. Sequential Test	Fail	A significant proportion of the site is in Flood Zones 2 and 3, and there are sufficient reasonable alternatives in Flood Zone 1. However, there are compelling reasons why this site should be allocated for development.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	Minor Constraint	Part of the site is adjacent to the Formby By-pass - a busy dual carriageway. This would need to be considered in any scheme layout.
7. Site Access	Moderate Constraint	There are potentially two access points and access could be split between Paradise Lane and Deansgate. Both are narrow roads, and are constrained by congestion at the schools. There is also scope for the provision of a new access off the Formby Bypass to mitigate the impact of development on existing residents.
8. Network Capacity	Moderate Constraint	Development is acceptable in principle subject to careful consideration of Paradise Lane, Deansgate Lane North and Southport Road as part of the comprehensive Transport Assessment. Localised junction improvements would be required, and the provision of a new access from Formby Bypass would also be required to relieve congestion.
9. Accessibility Improvements	N/A	Some modest off-site improvements to enhance the accessibility of the site by sustainable travel modes are likely to be required, including the upgrade of the existing Public Rights of Way in the immediate area.
10. BMV Agricultural Land	No Constraint	No part of the site is 'best and most versatile agricultural land' according to the Sefton Agricultural Land Study 2012
11. Landscape	Minor Constraint	Mitigation in the form of hedgerow boundaries and generous provision of open space are recommended to ensure the site is integrated well into the surrounding landscape character.
12. Ground Conditions	Moderate Constraint	Sub-strata generally sand. No known landfill. Existing development nearby on piles.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 40% of the site adjoins the existing built up area. The existing Green Belt boundary comprises a drainage ditch. The proposed boundary would also be to drainage ditches to the north, and the Formby Bypass to the east.
2. To prevent towns merging into one-another	Moderate	The site would narrow the gap between Ainsdale and Formby at its narrowest point. However, a significant gap would remain.
3. To safeguard the countryside from encroachment	Moderate	The land is currently used for equestrian purposes
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

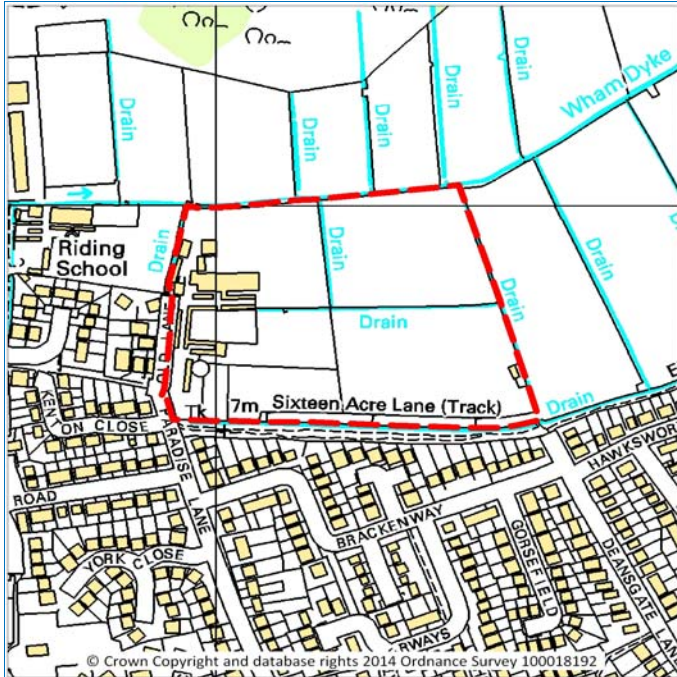
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is relatively contained and would only marginally narrow the existing gap between Formby and Ainsdale. There are some highways and accessibility constraints to this site that would require mitigation, and a new signal controlled junction onto the Formby Bypass would be required. The site is identified as a Local Wildlife Site, but there are opportunities for significant habitat creation and enhancement on adjacent land that would provide a significant net ecological benefit. Part of the site is in Flood Zones 2 and 3 and is also affected by surface water flood risk. However, the development of this site has the ability to significantly reduce the existing surface water flood risk to properties along Hawksworth Drive, as well as ensuring new properties are not at risk of flooding. This net benefit in flood risk terms, alongside the proposed significant ecological and highways improvements, would justify the allocation of the site despite the failure to pass the Sequential Test, consistent with NPPF para 102 and guidance in NPPG. These benefits would also meet the Exception Test. The site would contribute to meeting Formby's high affordable housing need and is appropriate for allocation for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.11	Settlement Area	Formby	Policy ref (if applicable)	MN2.12
SiteAddress	Land north of Brackenway, Formby				
SiteType	Potential Housing Allocation			SiteArea(Ha)	6.4



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	61.8 % (<1,200m)	38.2 % (>1,200m)
Frequent Bus Stops	0 % (<400m)	100 % (<800m)	0 % (>800m)
Primary School	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
District Local Centres	64.3 % (<800m)	35.7 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	21.6 % (<600m)	78.4 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	79.9 % (<1,200m)	20.1 % (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Moderate Constraint	Site is designated as a Local Wildlife Site. Mitigation / compensatory measures would be required. There is scope for significant on-site mitigation to address this issue.
2. HRA	Screened In	
3. Flood Risk	Minor Constraint	97% of the site is in Flood Zone 1. Some surface water flood risk to the north east of the site, and susceptibility to ground water flooding. A number of ordinary watercourses cross the site, and a main river forms the northern and southern boundaries.
4. Sequential Test	Pass	97% in Flood Zone 1. Development within the site should avoid land in Flood Zones 2 and 3.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	No Constraint	No known issues
7. Site Access	Moderate Constraint	There are potentially two access points and access could be split between Paradise Lane and Deansgate. Both are narrow roads, and are constrained by congestion at the schools. The development would result in increased congestion, but there is scope for some amelioration with the provision of a new link road between Paradise Lane and Deansgate.
8. Network Capacity	Minor Constraint	Development is acceptable in principle subject to careful consideration of Paradise Lane, Deansgate Lane North and Southport Road as part of the comprehensive Transport Assessment.
9. Accessibility Improvements	N/A	The bridleway along the south side of the site would need to be improved to include provision for cyclists.
10. BMV Agricultural Land	No Constraint	No part of the site is 'best and most versatile agricultural land' according to the Sefton Agricultural Land Study 2012.
11. Landscape	Minor Constraint	Mitigation in the form of hedgerow boundaries and provision of open space is recommended to ensure the site is integrated well into the surrounding landscape character.
12. Ground Conditions	Moderate Constraint	Sub-strata generally sand. No known landfill. Existing development nearby on piles.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 40% of the site adjoins the existing built up area. The existing Green Belt boundary comprises a drainage ditch. The proposed boundaries would also comprise drainage ditches.
2. To prevent towns merging into one-another	Moderate	The site would narrow the gap between Ainsdale and Formby at its narrowest point. However, a significant gap would remain.
3. To safeguard the countryside from encroachment	Moderate	The site is currently used for equestrian purposes
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

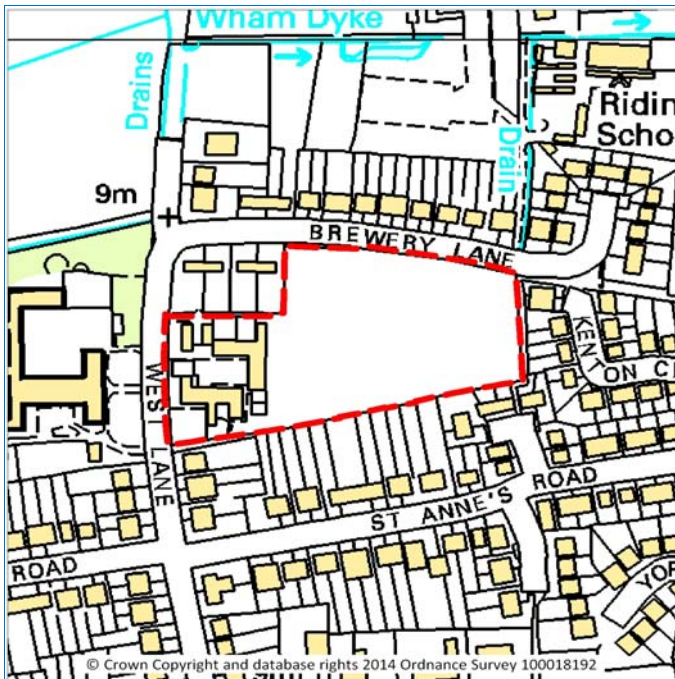
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is relatively contained and would only marginally narrow the existing gap between Formby and Ainsdale. There are some highways and accessibility constraints to this site that would require mitigation. The site is identified as a Local Wildlife Site, which would require mitigation. There are no other significant constraints to development, and the site would contribute to meeting Formby's high affordable housing need. The site is appropriate for allocation for housing development in the Local Plan. An expanded site area has also been separately assessed (site ref AS06).

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS05	Settlement Area	Formby	Policy ref (if applicable)	MN2.13
SiteAddress	West Lane, Formby				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.9



Proximity of the site to key services

	Proportion of Site (%) with:		
	High accessibility	Medium accessibility	Low accessibility
Train Stations	54.2 % (<800m)	45.8 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	95.3 % (<400m)	4.7 % (<800m)	0 % (>800m)
Primary School	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
District Local Centres	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	0 % (<600m)	100 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	100 % (<1,200m)	0 % (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Minor Constraint	Site is in proximity to internationally important nature sites, and contains a large number of protected trees.
2. HRA	Screened In	
3. Flood Risk	Minor Constraint	Entirely within Flood Zone 1. Some surface water flood risk.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	No Constraint	No known issues
7. Site Access	No Constraint	A single point of access should be provided off West Lane. There is a Tree Preservation Order along the Brewery Lane frontage.
8. Network Capacity	No Constraint	This development could be accommodated on the network, subject to a satisfactory Transport Statement.
9. Accessibility Improvements	N/A	Some modest off-site improvements to enhance the accessibility of the site by sustainable travel modes are likely to be required, including the upgrading of the public footpath on the eastern boundary of the site.
10. BMV Agricultural Land	No Constraint	Urban site not in agricultural use.
11. Landscape	No Constraint	Urban site - not assessed for landscape value.
12. Ground Conditions	Minor Constraint	Records show that the ground conditions consist of sand. Traditional foundations i.e. strip/reinforced strip foundations used on building developments in this location.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	Moderate Constraint	Significant tree coverage on site

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration		Not Applicable - urban site

Delivery Considerations

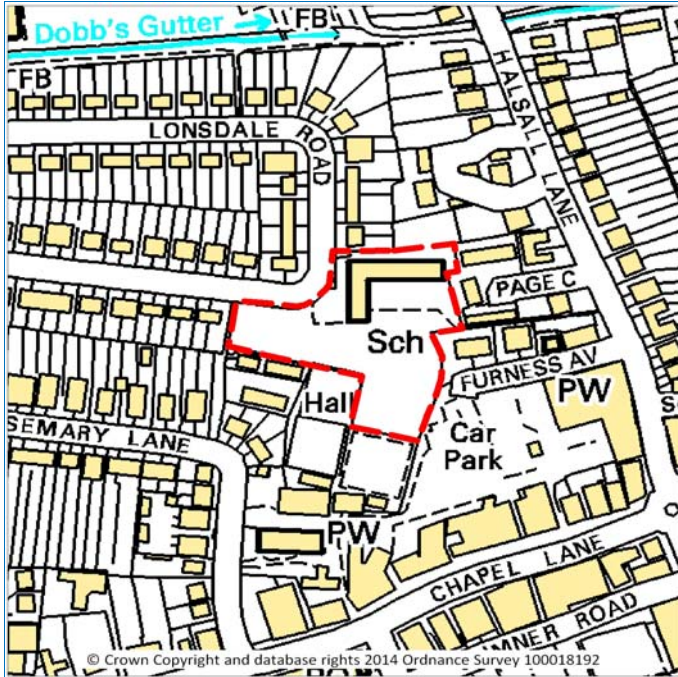
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

The site is in the existing urban area and is relatively accessible to public transport and services. The site is partially brownfield and would contribute to meeting Formby's high affordable housing need. There are no significant constraints that apply to the site, although protected trees would need to be considered in any layout. The site is appropriate to allocate for housing in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.12	Settlement Area	Formby	Policy ref (if applicable)	MN2.14
SiteAddress	Holy Trinity CE School				
SiteType	Potential Housing Allocation			SiteArea(Ha)	0.9



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	90.6 % (<800m)	9.4 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	96.9 % (<800m)	3.1 % (<1,200m)	0 % (>1,200m)
District Local Centres	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in Flood Zone 1, but with some surface water flood risk and susceptibility to ground water flooding.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	No Constraint	No known issues
7. Site Access	Minor Constraint	Access should be taken from Lonsdale Road as Furness Road is not adopted. Direct access for pedestrians and cyclist to facilitate better access to Chapel Lane via Formby FP25 would be required.
8. Network Capacity	No Constraint	Development for housing would generate less traffic than the previous use as a school.
9. Accessibility Improvements	N/A	Due to the proximity to the village centre, parking controls may be required.
10. BMV Agricultural Land	No Constraint	Urban site not in agricultural use.
11. Landscape	No Constraint	Urban site - not assessed for landscape value.
12. Ground Conditions	Minor Constraint	No significant additional costs anticipated as ground conditions consist predominantly of sand. Strip / reinforced strip foundations.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

Delivery Considerations

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

Conclusion

The site is in the existing urban area and is highly accessible to public transport and services, being adjacent to Formby District Centre. The site is partially brownfield and would contribute to meeting Formby's high affordable housing need. There are no significant constraints that apply to the site, and the site is appropriate for allocation for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.13	Settlement Area	Formby	Policy ref (if applicable)	MN2.15
SiteAddress	Former Professional Development Centre, Park Road, Formby				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.6



Proximity of the site to key services

Proportion of Site (%) with:

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

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Minor Constraint	A significant part of the site is wooded - potential for red squirrels and bats
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in Flood Zone 1, but with some surface water flood risk and susceptibility to ground water flooding.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	Minor Constraint	Site is adjacent to Dean Cottage (a grade II listed building). The existing PDC building is harmful to the setting of Dean Cottage and development would provide the opportunity to improve this.
6. Pollution	No Constraint	No known issues
7. Site Access	No Constraint	Some dwellings could have direct frontage onto Park Road.
8. Network Capacity	No Constraint	Development would generate less traffic than the previous and current uses.
9. Accessibility Improvements	N/A	A modest scheme of off-set improvements to the footpath network to enhance accessibility would be required. There may be scope to incorporate lay-by on Park Road into site.
10. BMV Agricultural Land	No Constraint	Urban site not in agricultural use.
11. Landscape	No Constraint	Urban site - not assessed for landscape value.
12. Ground Conditions	Minor Constraint	No significant additional costs anticipated as ground conditions consist predominantly of sand. Strip / reinforced strip foundations.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	Moderate Constraint	Significant tree coverage on site

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

Delivery Considerations

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

Conclusion

The site is in the existing urban area and is highly accessible to public transport and services. The site is partially brownfield and would contribute to meeting Formby's high affordable housing need. There is currently significant tree coverage on the site, and this would need to be taken into account in the development of the site. There are no significant constraints that apply, and the site is appropriate for allocation for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.14	Settlement Area	Formby	Policy ref (if applicable)	MN2.16	
SiteAddress	Land at Liverpool Road, Formby					
SiteType	Potential Housing Allocation				SiteArea(Ha)	14.2



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Frequent Bus Stops	100 %	(<400m)	0 %	(<800m)	0 %	(>800m)
Primary School	96.8 %	(<800m)	3.2 %	(<1,200m)	0 %	(>1,200m)
District Local Centres	100 %	(<800m)	0 %	(<1,200m)	0 %	(>1,200m)
Neighbourhood Park	91.1 %	(<600m)	8.9 %	(<900m)	0 %	(>900m)
GPs/Health Centres	0 %	(<800m)	96.7 %	(<1,200m)	3.3 %	(>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Moderate Constraint	Entirely in Flood Zone 1. There is a high risk of surface water flooding to the south of the site. The site is susceptible to ground water flooding. Two ordinary water courses cross the site, and a further ordinary water course forms part of the southern and eastern boundary.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	Moderate Constraint	Lovelady's Farm and adjacent buildings (all grade II listed) are located approximately 50 m to the site's SW corner. The southern and western parts of the sites provide a contextual farmland setting to the group of listed buildings. This could restrict development on part of the site's western edge adjacent to Liverpool Road.
6. Pollution	Moderate Constraint	Part of the site is adjacent to the Formby By-pass, which is a major dual-carriageway. This would need to be considered in any scheme layout.
7. Site Access	Minor Constraint	The proposed Local Plan allocation is for a larger site than that covered by the Transport Assessment submitted in support of the (withdrawn) planning application for the eastern part of the site. A single main site access serving both parts of the site should be from Liverpool Road, and there should be a combined access to both land ownerships. Multiple access points for pedestrians and cyclists would also be required.
8. Network Capacity	Moderate Constraint	The cumulative impact of sites in the vicinity on wider road network would need to be assessed as part of a comprehensive Transport Assessment covering the whole of the site and other commitments and proposed allocations in the southern part of Formby, especially in relation to the impact on the junctions with the Formby Bypass.
9. Accessibility Improvements	N/A	A package of improvements would be required including provision of at least one bus stop and the upgrade of others. A series of pedestrian improvements to provide better connections to the town centre, schools and nearby bus stops would also be required.
10. BMV Agricultural Land	Minor Constraint	Approximately 30% of the site comprises grade 2 agricultural land, and is therefore classified as 'best and most versatile agricultural land'. The remainder of the site is not 'best and most versatile' (grade 3b), according to the Sefton Agricultural Land Study 2012.
11. Landscape	Minor Constraint	Subject to suitable mitigation including open space, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
12. Ground Conditions	Moderate Constraint	Sub-strata mixed with sand and peat layers - existing local known developments on piled or raft foundations.
13. Utility Infrastructure	Minor Constraint	Waste water network upgrade might be required
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 40% of the site adjoins the existing built up area. The existing Green Belt boundary is weak (estate roads and residential gardens). The proposed boundary would be strong, being defined by Liverpool Road and the Formby Bypass.
2. To prevent towns merging into one-another	Moderate	The site would narrow the gap between this part of Formby and Hightown. Allocation of this site would make this part of the gap equally narrow to the current narrowest point between the settlements. A significant gap would remain however.
3. To safeguard the countryside from encroachment	Moderate	The majority of the site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

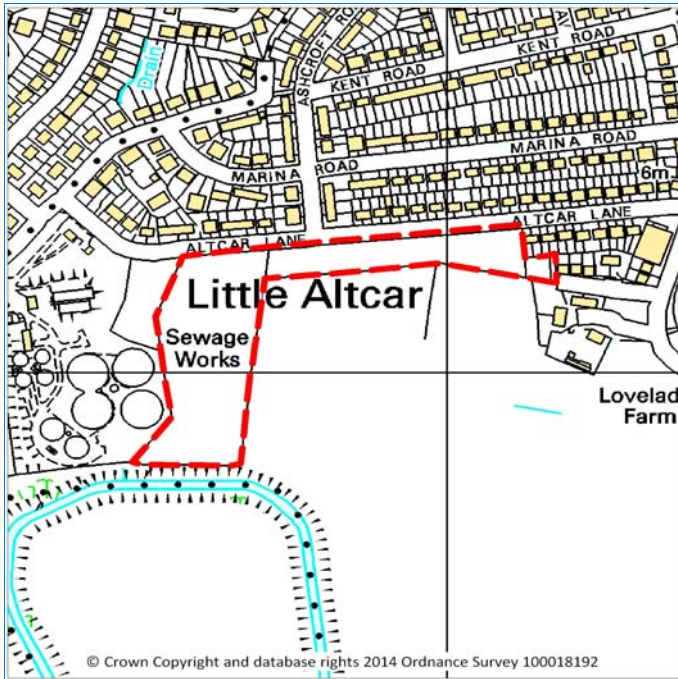
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is well contained by strong physical boundaries and would only marginally narrow the existing gap between Formby and Hightown. The site is relatively accessible to public transport and services, and would contribute to meeting Formby's high affordable housing need. Part of the site is affected by surface water flood risk, but this can be mitigated onsite. Part of the western edge of the site would need to remain undeveloped to protect the setting of Lovelady's Farm. There are no significant constraints that apply, and the site is appropriate for allocation for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.15	Settlement Area	Formby	Policy ref (if applicable)	MN2.17	
SiteAddress	Land at Altcar Lane, Formby					
SiteType	Potential Housing Allocation				SiteArea(Ha)	2.53



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility			Medium accessibility			Low accessibility		
Train Stations	0	%	(<800m)	99.0	%	(<1,200m)	1.0	%	(>1,200m)
Frequent Bus Stops	100	%	(<400m)	0	%	(<800m)	0	%	(>800m)
Primary School	98	%	(<800m)	2	%	(<1,200m)	0	%	(>1,200m)
District Local Centres	100	%	(<800m)	0	%	(<1,200m)	0	%	(>1,200m)
Neighbourhood Park	100	%	(<600m)	0	%	(<900m)	0	%	(>900m)
GPs/Health Centres	100	%	(<800m)	0	%	(<1,200m)	0	%	(>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	No Constraint	No known ecological constraints
2. HRA	Screened In	
3. Flood Risk	Moderate Constraint	Approximately 9% of the site is in Flood Zone 3. Some surface water flood risk and susceptibility to ground water flooding. A main river forms the southern boundary.
4. Sequential Test	Pass	91% of the site is in Flood Zone 1. Development within the site should avoid development in Flood Zones 2 and 3.
5. Heritage	Minor Constraint	Lovelady's Farm and adjacent buildings (all grade II listed) are located approximately 50 m to E of the site. The eastern part of the sites provide a contextual farmland setting to the group of listed buildings.
6. Pollution	Significant Constraint	The western part of the site is adjacent to the Formby sewage works, which would create an unacceptably poor residential environment on this part of the site
7. Site Access	Minor Constraint	There is potential for a number of dwellings to have a direct frontage onto Altcar Road. Junction improvements are likely to be required at the junction of Altcar Road with Liverpool Road.
8. Network Capacity	Moderate Constraint	The cumulative impact of sites in the vicinity on wider road network will need to be assessed as part of the Transport Assessment, especially the impact on the junctions with the Formby Bypass.
9. Accessibility Improvements	N/A	Minor improvements to pedestrian accessibility are likely to be required.
10. BMV Agricultural Land	Minor Constraint	Part of the site comprises grade 2 agricultural land ('best and most versatile agricultural land') according to the Sefton Agricultural Land Study 2012.
11. Landscape	Minor Constraint	Subject to suitable mitigation including open space, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
12. Ground Conditions	Moderate Constraint	Sub-strata mixed with sand and peat layers - existing local known developments on piled or raft foundations.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 25% of the site adjoins the existing built up area. The existing Green Belt boundary is moderately strong to the north (Altcar Lane). The proposed boundary would be strong adjacent to the River Alt but would otherwise not correspond to a strong geographical feature.
2. To prevent towns merging into one-another	Minor	The site would not bring this part of Formby any closer to Hightown.
3. To safeguard the countryside from encroachment	Moderate	The site is currently used as a paddock
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

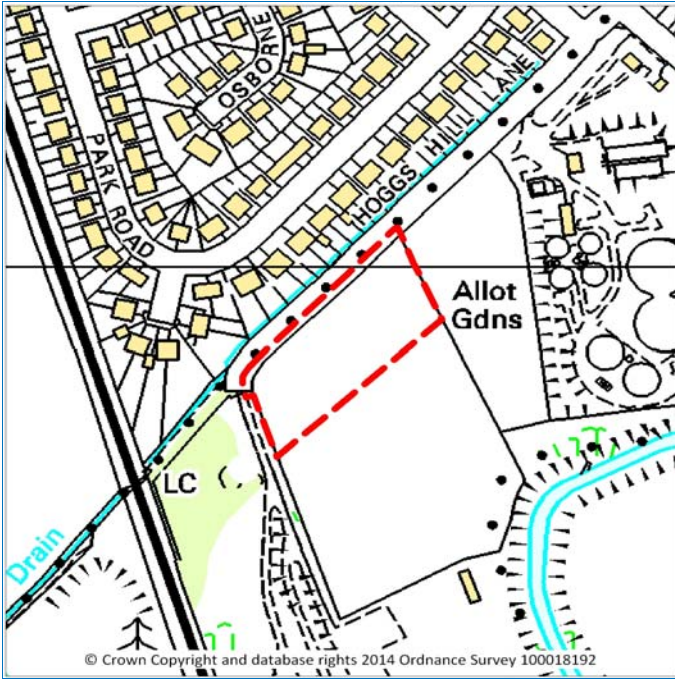
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Part Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is relatively contained and would not significantly impact upon any Green Belt purpose. The site is accessible to public transport and services, and would contribute to meeting Formby's high affordable housing need. The western part of the site is adjacent to the Formby sewage works, which would create an unacceptably poor residential environment on this part of the site. There are no other significant constraints to development. The eastern part of the site (away from the sewage works) is appropriate for allocation for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.46	Settlement Area	Formby	Policy ref (if applicable)	MN2.18
SiteAddress	Powerhouse site, Phase 2, Formby				
SiteType	Potential Housing Allocation			SiteArea(Ha)	0.6



Proximity of the site to key services

Proportion of Site (%) with:

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

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Minor Constraint	The site has some grassland habitat value
2. HRA	Screened In	
3. Flood Risk	Minor Constraint	Entirely within Flood Zone 1. Some surface water flood risk and susceptible to ground water flooding. A main river is adjacent to the north.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	Minor Constraint	In proximity to a sewage works
7. Site Access	No Constraint	Vehicular access to the site would be via the proposed access road that will serve Phase 1 of the Powerhouse site, connecting through to Park Road.
8. Network Capacity	No Constraint	There are no issues with this proposal.
9. Accessibility Improvements	N/A	A modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.
10. BMV Agricultural Land	No Constraint	The site is not 'best and most versatile agricultural land', according to the 'provisional agricultural land classification' (Natural England 2011). This classification may not be accurate at the site specific level.
11. Landscape	Minor Constraint	Subject to suitable mitigation including open space, woodland, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
12. Ground Conditions	Moderate Constraint	Records show that the ground conditions consist of mixture of backfill and clay soils. There may also be some contamination issues. It is anticipated that any future housing developments would use piled foundations as the most likely option.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	None	Approximately 50% of the site adjoins the existing built up area. The wider site is encircled by the recently granted planning permission for the Powerhouse phase 1 (ref. S/2013/0584) The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary in this locations would be strong (the Alt).
2. To prevent towns merging into one-another	None	The site is to the north of the Powerhouse phase 1 site and would therefore have no impact on the gap between Formby and Hightown.
3. To safeguard the countryside from encroachment	Moderate	The land is currently used as a paddock
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

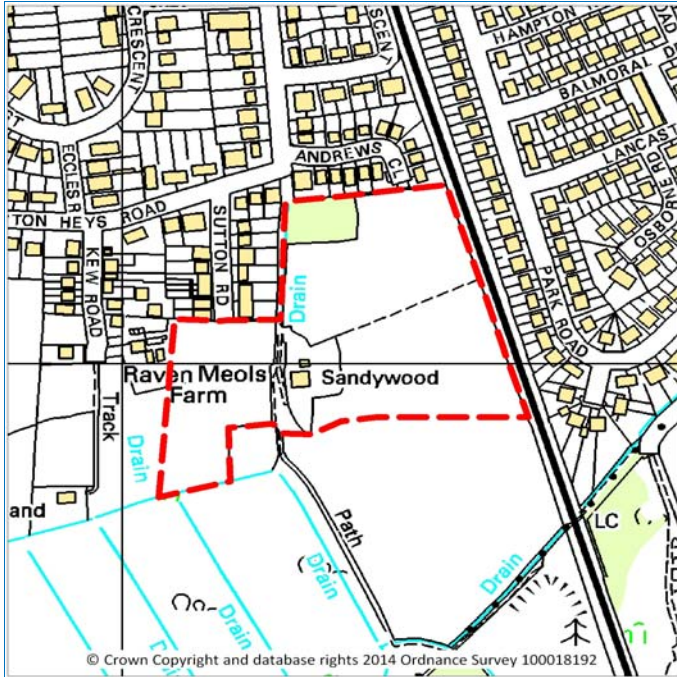
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

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

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.16	Settlement Area	Formby	Policy ref (if applicable)	MN2.19
SiteAddress	Land at Andrew's Lane, Formby				
SiteType	Potential Housing Allocation			SiteArea(Ha)	4.6



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	26.2 % (<800m)	73.8 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	73.8 % (<800m)	26.2 % (<1,200m)	0 % (>1,200m)
District Local Centres	87 % (<800m)	13 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	6.7 % (<600m)	93.3 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	95.4 % (<1,200m)	4.6 % (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Minor Constraint	Adjacent to a wildlife corridor along the railway. Potential for protected species in drainage ditches. Invasive species recorded on the site.
2. HRA	Screened In	
3. Flood Risk	Minor Constraint	Entirely within Flood Zone 1. Susceptible to ground water flooding.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	Significant Constraint	Kew Farm House (a grade II listed building) is located adjacent to the site. If the site were redrawn to exclude land to the west of Formby foot path no. 35, the harm would be reduced. This western part of the site provides a contextual farmland setting to the listed buildings.
6. Pollution	No Constraint	No known issues
7. Site Access	Moderate Constraint	Access to the site should be achieved by extending and slightly realigning Andrew's Lane. However, this will have implications on a national cycle route (no 810) and Formby footpath number 35, which will be directly affected by these access proposals. Nevertheless, access is likely to be acceptable for the level of trip generation subject to a Transport Assessment / Transport Statement at the pre-application stage.
8. Network Capacity	Moderate Constraint	The cumulative impact with other Formby sites at junctions and Formby Bypass, and interaction with Eccles level crossing (Queens Road / Ravenmeols Road) would need to be assessed as part of a Transport Assessment.
9. Accessibility Improvements	N/A	National cycle route (no 810) and Formby footpath no 35 run through the site and provide good permeability as well as access for pedestrians and cyclists. Notwithstanding this, a package of improvements would be required to provide better access by sustainable travel modes to schools and local amenities.
10. BMV Agricultural Land	No constraint	The site is not 'best and most versatile agricultural land', according to the 'provisional agricultural land classification' (Natural England 2011). This classification may not be accurate at the site specific level.
11. Landscape	Minor Constraint	Subject to suitable mitigation including open space, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
12. Ground Conditions	Minor Constraint	Sub-strata generally sand with no known developments in area. Likely to require traditional strip / reinforced strip foundations.
13. Utility Infrastructure	Minor Constraint	Waste water network upgrade might be required
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 70% of the site adjoins the existing built up area. The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary would be strong to the east (the railway) but would not correspond to a strong geographical feature to the south.
2. To prevent towns merging into one-another	Minor	The site would not bring this part of Formby any closer to Hightown.
3. To safeguard the countryside from encroachment	Moderate	The site is currently used for agriculture / equestrian purposes.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

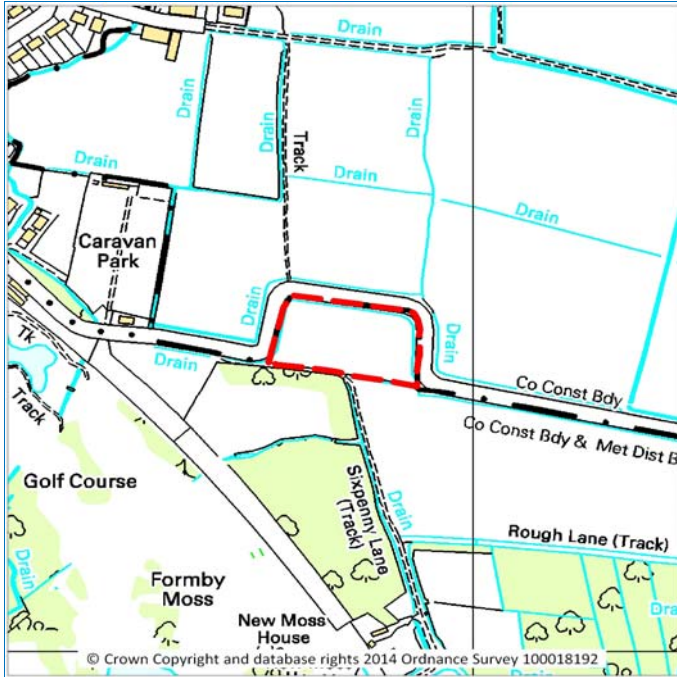
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is well contained and would not significantly impact upon any Green Belt purpose. The site is relatively accessible to public transport and services, and would contribute to meeting Formby's high affordable housing need. The part of the site to the west of Formby foot path no. 35 would significantly affect the setting of grade II listed Kew Farmhouse and should not be allocated. The remainder of the site is not subject to any significant constraints, and is appropriate for allocation for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	TS3	Settlement Area	Formby	Policy ref (if applicable)	HC5.3	
SiteAddress	Land at Plex Moss Lane, Ainsdale					
SiteType	Potential Traveller Site				SiteArea(Ha)	1



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	0 % (<400m)	100 % (<800m)	0 % (>800m)
Primary School	70.9 % (<800m)	29.1 % (<1,200m)	0 % (>1,200m)
District Local Centres	0 % (<800m)	100 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	0 % (<600m)	94.2 % (<900m)	5.8 % (>900m)
GPs/Health Centres	0 % (<800m)	100 % (<1,200m)	0 % (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	No Constraint	No known ecological constraints
2. HRA	Screened In	
3. Flood Risk	Moderate Constraint	The site is entirely in Flood Zone 2.
4. Sequential Test	Pass	The site is in Flood Zone 2. There are not sufficiently reasonable alternative sites in Flood Zone 1 to accommodate a traveller site.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	No Constraint	No known issues
7. Site Access	No Constraint	Satisfactory access to the site can be achieved from Plex Moss Lane.
8. Network Capacity	No Constraint	It is not considered that there will be an issue in terms of network capacity given the level of traveller pitches required.
9. Accessibility Improvements	N/A	No significant improvements required.
10. BMV Agricultural Land	Minor Constraint	The site comprises 'best and most versatile agricultural land', according to the 'provisional agricultural land classification' (Natural England 2011). This classification may not be accurate at the site specific level.
11. Landscape	Minor Constraint	Mitigation in the form of hedgerow improvement to existing boundary hedgerows. Boundaries should be reinforced with native hedgerows to reinforce the pattern and structure in the landscape.
12. Ground Conditions	Moderate Constraint	Sub-strata is generally known to be sand and peat, with local new developments built on raft or piled foundation.
13. Utility Infrastructure	Minor Constraint	It is unlikely that this site will be able to be connected to the main sewer network if a traveller site is proposed. A separate septic tank may be required.
14. Other Constraint	No Constraint	No known issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Significant	The site is unconnected to the existing urban area.
2. To prevent towns merging into one-another	None	No impact on any existing narrow gap
3. To safeguard the countryside from encroachment	Moderate	This site is primarily used for grazing.
4. To preserve the setting and special character of historic towns	None	The site is near to mainly post-war development.
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

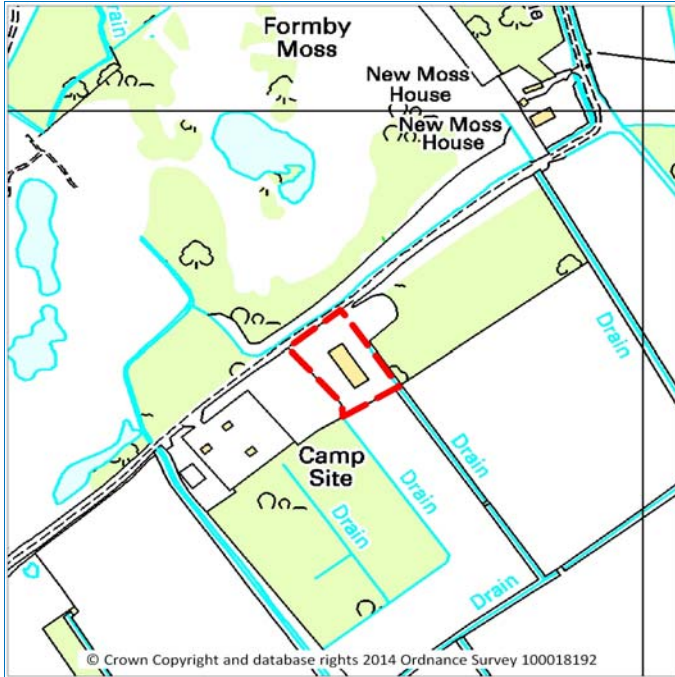
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	The site owner is a member of the traveller community who wishes the site to be developed for traveller pitches.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in Green Belt. Its identification as a traveller site would require an inset allocation in the Green Belt. It is being promoted by the landowner for traveller pitches and already provides accommodation for a member of the travelling community. It is close to the existing traveller site on Broad Lane and has reasonable access to services and facilities. Although the site is in Flood Zone 2, the Sequential Test is met. The Exception Test is also met by virtue of the wider benefits that this site would provide. These benefits include the fact that the site is already partially in use for traveller accommodation, and is close (approx 700m) to the existing traveller site on Broad Lane and therefore will help support traveller community network in the borough. The site has reasonable links to local facilities and services, and in the absence of alternative sites, will help to reduce instances of unauthorised encampments. The site is appropriate to allocate for up to 6-8 traveller pitches in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	TS4	Settlement Area	Formby	Policy ref (if applicable)	HC5.1
SiteAddress	Land at Broad Lane, Formby				
SiteType	Potential Traveller Site			SiteArea(Ha)	0.4



Proximity of the site to key services

Proportion of Site (%) with:

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

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	No Constraint	The site is entirely in Flood Zone 1.
4. Sequential Test	Pass	Site in Flood Zone 1.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	Minor Constraint	Site is previously developed and there may be ground contamination issues.
7. Site Access	No Constraint	Satisfactory access to the site can be achieved from Broad Lane.
8. Network Capacity	No Constraint	It is not considered that there will be an issue in terms of capacity given the level of traveller pitches required.
9. Accessibility Improvements	N/A	No significant improvements required.
10. BMV Agricultural Land	No Constraint	Urban site not in agricultural use.
11. Landscape	Minor Constraint	Mitigation in the form of hedgerow improvement and planting where new site boundaries require defining. Boundaries should be reinstated with native hedgerows to reinforce the pattern and structure in the landscape.
12. Ground Conditions	Moderate Constraint	Sub-strata is generally known to be sand and peat, with local new developments built on raft or piled foundation.
13. Utility Infrastructure	Minor Constraint	The existing adjacent traveller site has electricity supply though residents use bottled gas. The site is served by septic tanks. It is likely that this site would be served the same way for utilities.
14. Other Constraint	No Constraint	No known issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 30% of the site adjoins the existing traveller site at Broad Lane. The boundary of existing traveller site [if inset in the Green Belt] is weak. Extending the inset traveller site to include this site would not affect the strength of the Green Belt boundary.
2. To prevent towns merging into one-another	Minor	The site is within a gap between Ainsdale and Formby, however, a significant gap would remain.
3. To safeguard the countryside from encroachment	None	This site is largely brownfield
4. To preserve the setting and special character of historic towns	None	The site is detached from the existing urban area.
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Site owned by a member of the traveller community who wishes the site to be developed for traveller pitches.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

The site is currently within the Green Belt. This site is adjacent to the existing Council-run site on Broad Lane, Formby. It is owned and promoted by a member of the travelling community. The site already contains two pitches and identifying this site would increase the number of pitches on what is a previously developed site. The site is appropriate to allocate for a further 6-8 traveller pitches in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	TS35	Settlement Area	Formby	Policy ref (if applicable)	HC5.2
SiteAddress	Land at Broad Lane, south of Red Rose Traveller Park				
SiteType	Potential Traveller Site			SiteArea(Ha)	0.2



Proximity of the site to key services

Proportion of Site (%) with:

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

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	No Constraint	The site is entirely in Flood Zone 1.
4. Sequential Test	Pass	Site in Flood Zone 1.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	No Constraint	No known issues
7. Site Access	No Constraint	Satisfactory access to the site can be achieved from Broad Lane.
8. Network Capacity	No Constraint	It is not considered that there will be an issue in terms of capacity given the level of traveller pitches required.
9. Accessibility Improvements	N/A	No significant improvements required.
10. BMV Agricultural Land	No Constraint	Urban site not in agricultural use.
11. Landscape	Minor Constraint	Mitigation in the form of hedgerow improvement and planting where new site boundaries require defining. Boundaries should be reinstated with native hedgerows to reinforce the pattern and structure in the landscape. Tree planting is recommended for inclusion within the south eastern boundary of the site to help integrate the site and screen views from the Trans Pennine Trail.
12. Ground Conditions	Moderate Constraint	Sub-strata is generally known to be sand and peat, with local new developments built on raft or piled foundation.
13. Utility Infrastructure	Minor Constraint	The existing adjacent traveller site has electricity supply though residents use bottled gas. The site is served by septic tanks. It is likely that this site would be served the same way for utilities.
14. Other Constraint	No Constraint	No known issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 35% of the site adjoins the existing traveller site at Broad Lane. The boundary of existing traveller site [if inset in the Green Belt] is weak. Extending the inset traveller site to include this site would not affect the strength of the Green Belt boundary.
2. To prevent towns merging into one-another	Minor	The site is within a gap between Ainsdale and Formby, however, a significant gap would remain.
3. To safeguard the countryside from encroachment	None	This site is part brownfield and part used for vehicle storage.
4. To preserve the setting and special character of historic towns	None	The site is detached from the existing urban area.
5. To assist urban regeneration		Not Applicable

Delivery Considerations

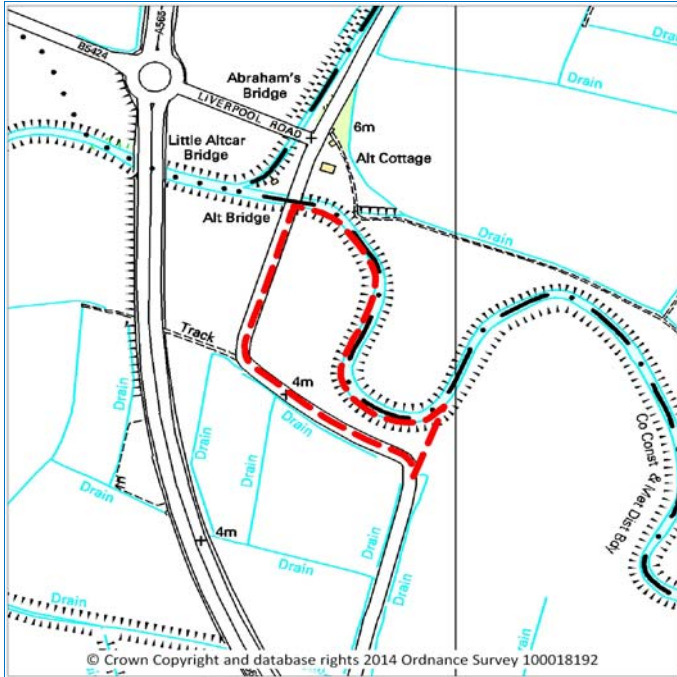
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	The Council control the site on a long lease.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. The site is brownfield and adjacent to the existing Council-run site on Broad Lane, Formby. This would provide a suitable location for a small extension to the Council traveller site (for 2-3 pitches) and is appropriate to allocate in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	TS2	Settlement Area	Formby	Policy ref (if applicable)	HC5.4
SiteAddress	Land at New Causeway, Formby				
SiteType	Potential Traveller Site			SiteArea(Ha)	3.2



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	0	% (<1,200m)	100	% (>1,200m)
Frequent Bus Stops	0	% (<400m)	66	% (<800m)	34	% (>800m)
Primary School	0	% (<800m)	21.3	% (<1,200m)	78.7	% (>1,200m)
District Local Centres	0	% (<800m)	100	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	0	% (<600m)	7.3	% (<900m)	92.7	% (>900m)
GPs/Health Centres	0	% (<800m)	0	% (<1,200m)	100	% (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Minor Constraint	Adjacent to River Alt. Potential for water voles.
2. HRA	Screened In	
3. Flood Risk	No Constraint	Apart from land immediate adjacent to the River Alt the site is entirely in Flood Zone 1.
4. Sequential Test	Pass	Site in Flood Zone 1.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	Minor Constraint	Site is close to a compost making facility
7. Site Access	No Constraint	Satisfactory access to the site can be achieved from the New Causeway.
8. Network Capacity	No Constraint	It is not considered that there will be an issue in terms of capacity given the level of traveller pitches required.
9. Accessibility Improvements	N/A	No significant improvements required.
10. BMV Agricultural Land	Minor Constraint	The site comprises 'best and most versatile agricultural land', according to the 'provisional agricultural land classification' (Natural England 2011). This classification may not be accurate at the site specific level.
11. Landscape	Moderate Constraint	Although the visibility of the site is limited by the relatively low levels of viewing locations aside from the adjacent road (New Causeway Road), the effect on the landscape character will be considerable, with a change from open arable and large scale farmland. The proposed development type is not one that currently exists within the immediate landscape and would appear at odds with the existing landscape character. Should the recommended mitigation measures of hedgerow planting be implemented, this would help to provide some structure to the existing landscape and tie the development into the surrounding character.
12. Ground Conditions	Moderate Constraint	Sub-strata is generally known to be sand and peat, with local new developments built on raft or piled foundation.
13. Utility Infrastructure	Minor Constraint	It is unlikely that this site will be able to be connected to the main sewer network if a traveller site is proposed. A separate septic tank may be required.
14. Other Constraint	No Constraint	No known issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Significant	The site is unconnected to the existing urban area. The new boundary would be formed by the River Alt and would be strong on its northern and eastern edges.
2. To prevent towns merging into one-another	Minor	The site would slightly narrow the gap between Formby and Ince Blundell. However, a significant gap would remain.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is detached from the existing urban area.
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

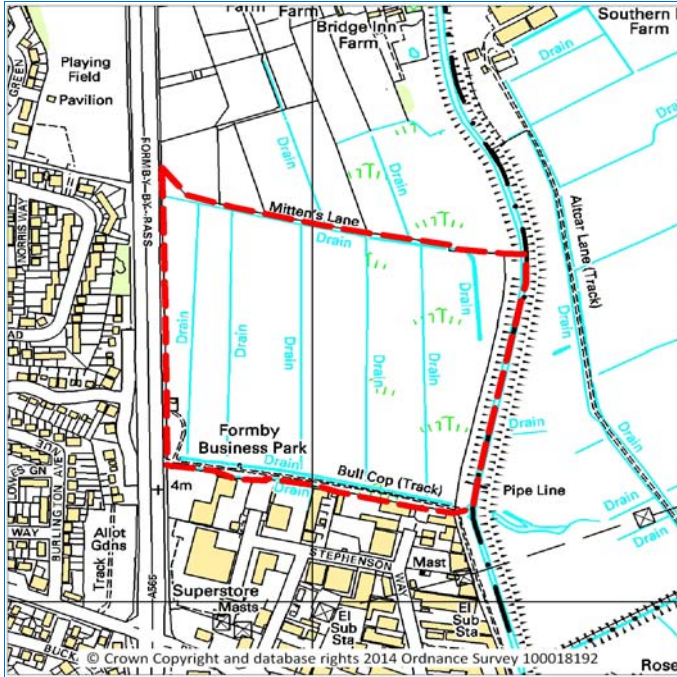
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	The owner has indicated the site is available for traveller use.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in Green Belt, and its identification as a traveller site would require an inset allocation in the Local Plan. However, the site has good accessibility to the Formby bypass, and given its size and location provides a good opportunity to provide a transit traveller site. The site is appropriate to allocate for a transit traveller site in the Local Plan (4-6 pitches).

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5.2D	Settlement Area	Formby	Policy ref (if applicable)	MN2.48	
SiteAddress	Land to the North of Formby Industrial Estate					
SiteType	Potential Employment Allocation				SiteArea(Ha)	13.8



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	52.7 % (<400m)	47.3 % (<800m)	0 % (>800m)
Primary School	96.8 % (<800m)	3.2 % (<1,200m)	0 % (>1,200m)
District Local Centres	32.7 % (<800m)	67.3 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	25.6 % (<1,200m)	74.4 % (>1,200m)

Site specific / wider benefits

Comments

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

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Moderate Constraint	Site is designated as a Local Wildlife Site and mitigation / compensatory measures would be required. Water voles known to be on part of the site, however there is scope for on-site mitigation to address this issue.
2. HRA	Screened Out	
3. Flood Risk	Significant Constraint	Approximately 5% of the site is in Flood Zone 3 and a further 80% in Flood Zone 2. Parts of the site are at risk of surface water flooding. Main rivers and ordinary watercourses are within and adjacent to the site. Susceptible to ground water flooding.
4. Sequential Test	Pass	Whilst the majority of the site is in Flood Zones 2 and 3, there are insufficient reasonable alternatives to meet North Sefton's employment needs. Therefore the Sequential Test is passed.
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	Minor Constraint	Part of the site is adjacent to the Formby By-pass - a busy dual carriageway. This would need to be considered in any scheme layout.
7. Site Access	Significant Constraint	Direct access likely to be required off the Formby bypass.
8. Network Capacity	Minor Constraint	A Transport Assessment would be required to assess the impact on the network.
9. Accessibility Improvements	N/A	A significant package of accessibility improvements will be required. Cycle and pedestrian links to safely access the site from across the Formby bypass will be needed.
10. BMV Agricultural Land	No Constraint	The majority of the site comprises grade 3b agricultural land (not 'best and most versatile') according to the Sefton Agricultural Land Study 2012.
11. Landscape	Moderate Constraint	Suitable mitigation includes generous open space provision, tree and hedgerow planting, which should provide a suitable framework to aid development proposals to tie in with the surrounding landscape structure.
12. Ground Conditions	Moderate Constraint	Mixed sub-strata and adjacent to Downholland Brook. Most developments are either of raft or piled construction.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 50% of the site adjoins the existing built up area. The existing Green Belt boundary is strong to the west (the Bypass) and weak to the south (industrial premises). The proposed boundary would be strong to the east (Downholland Brook) and relatively weak to the north (drainage ditch).
2. To prevent towns merging into one-another	None	There would no impact on an existing gap between settlements
3. To safeguard the countryside from encroachment	Moderate	The site is used for agriculture / equestrian purposes
4. To preserve the setting and special character of historic towns	None	The site is located between modern housing and an industrial estate.
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

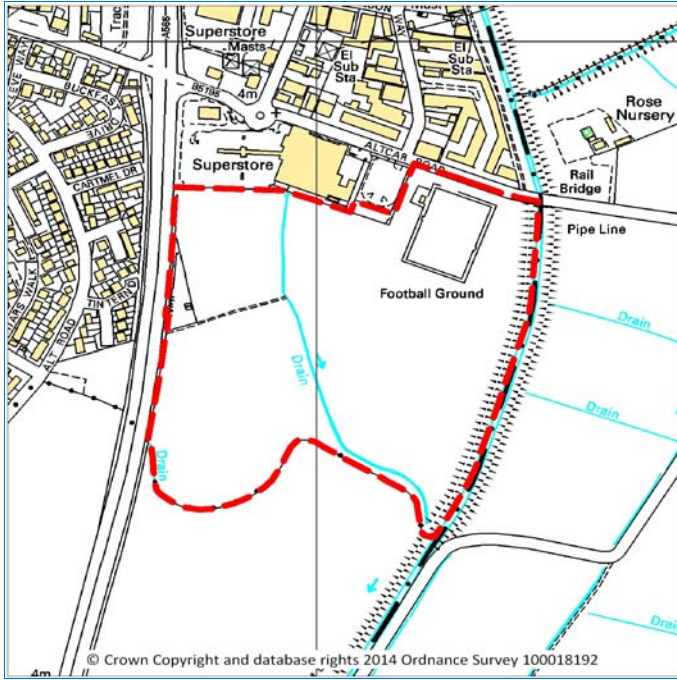
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	Yes	Some enabling development may be required to cross-subsidise the delivery of a new business park.
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is well contained and would not significantly impact upon any Green Belt purpose. There are some highways and accessibility constraints to this site that would require mitigation. Most of the site is in Flood Zones 2 and part is in Flood Zone 3, but the Sequential Test is passed given there are insufficient alternatives to meet north Sefton's employment needs. The whole site is identified as a Local Wildlife Site and onsite mitigation would be required to provide compensatory habitat for Water Voles. The site is appropriate for allocation in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS08	Settlement Area	Formby	Policy ref (if applicable)	MN2.49
SiteAddress	Land South of Altcar Road, Formby				
SiteType	Potential Employment Allocation			SiteArea(Ha)	18



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	97.9 % (<400m)	2.1 % (<800m)	0 % (>800m)
Primary School	78.8 % (<800m)	21.2 % (<1,200m)	0 % (>1,200m)
District Local Centres	73.3 % (<800m)	26.7 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	47.9 % (<1,200m)	52.1 % (>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	Yes	The provision of improved sport and recreation facilities
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	No	
7. Would the site meet any other wider need or provide other benefits?	Yes	Would help to meet the employment needs of the North of the Borough

Constraints to Development

Constraint	Constraint severity	Constraint description
1. Ecology	Minor Constraint	Adjacent to Downholland Brook with potential for water voles on part of the site.
2. HRA	Screened In	
3. Flood Risk	Significant Constraint	40% Flood Zone 3 (most of which is flood Zone 3b) and a further 23% is Flood Zone 2. The northern and eastern parts of the site have high surface water flood risk. A main river forms the eastern boundary to the site.
4. Sequential Test	Pass	Whilst the majority of the site is in Flood Zones 2 and 3, there are insufficient alternative sites to meet North Sefton's employment needs. Therefore the Sequential Test is passed.
5. Heritage	Minor Constraint	Potential impact on the Great Altcar Conservation Area (in West Lancashire), and the listed buildings therein.
6. Pollution	Minor Constraint	Part of the site is adjacent to the Formby By-pass - a busy dual carriageway. This would need to be considered in any scheme layout.
7. Site Access	Significant Constraint	A Transport Assessment is required. Consideration should be given to the provision of separate points of access to the different uses on the site, with traffic associated with the Business Park being taken from the Formby Bypass, and traffic associated with the leisure uses should be accessed via Altcar Road. Consideration should also be giving to linking the employment area with that on the north side of Stephenson Way.
8. Network Capacity	Significant Constraint	A detailed Transport Assessment would be required. There are some concerns with regards to Altcar Road/A565 (capacity) and the Stephenson Way roundabout.
9. Accessibility Improvements	N/A	A scheme of accessibility improvements would be required.
10. BMV Agricultural Land	Minor Constraint	Approximately half of the site is 'best and most versatile agricultural land' (grade 2) according to the Sefton Agricultural Land Study 2012.
11. Landscape	Minor Constraint	Suitable mitigation includes generous open space provision, tree and hedgerow planting, which should provide a suitable framework to aid development proposals to tie in with the surrounding landscape structure.
12. Ground Conditions	Moderate Constraint	Not known, but most development on the Formby Industrial Estates is on raft or piled foundations.
13. Utility Infrastructure	Minor Constraint	Waste water network upgrade might be required
14. Other Constraint	No Constraint	No known other issues

Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 30% of the site adjoins the existing built up area. The existing Green Belt boundary is strong to the west (the Bypass) and weak to the north (rear of industrial / retail premises). The proposed boundary is strong to the east (Downholland Brook) and relatively weak to the south (a drainage ditch).
2. To prevent towns merging into one-another	None	There would no impact on an existing narrow gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The land is currently used for agriculture / playing fields.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	Yes	Some enabling development may be required to cross-subsidise the delivery of a new football ground, sports pitches and employment land.
3. Are there any known issues that would delay development?	No	

Conclusion

Land currently in the Green Belt. However the site is relatively contained and would not significantly impact upon any Green Belt purpose. There are some highways and accessibility constraints to this site that would require mitigation, and a new access onto the Formby Bypass would be required. Part of the site is in Flood Zones 2 and 3. However, the development of this site has the ability to deliver a new ground for a re-formed Formby Football Club, as well as providing new high quality sports pitches and recreational facilities for community use. These significant benefits, and the insufficient alternatives to meet north Sefton's employment needs, would justify the allocation of the site. The site is appropriate for allocation in the Local Plan.