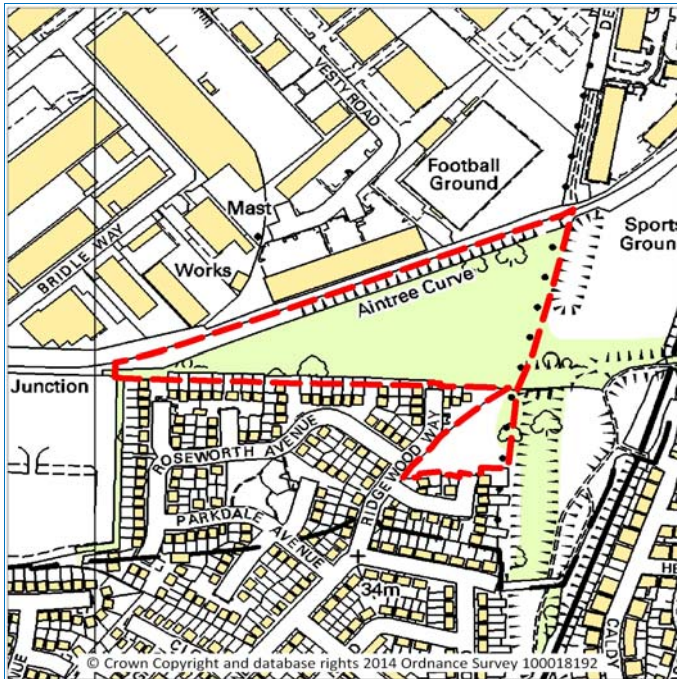


SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.31	Settlement Area	Netherton	Policy ref (if applicable)	MN2.34
SiteAddress	Aintree Curve Site, Ridgewood Way, Netherton				
SiteType	Potential Housing Allocation			SiteArea(Ha)	3.1



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	51.1 %	(<400m)	48.9 %	(<800m)	0 %	(>800m)
Primary School	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
District Local Centres	100 %	(<800m)	0 %	(<1,200m)	0 %	(>1,200m)
Neighbourhood Park	100 %	(<600m)	0 %	(<900m)	0 %	(>900m)
GPs/Health Centres	0 %	(<800m)	19.2 %	(<1,200m)	80.8 %	(>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	Yes	The site constitutes brownfield land
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	Yes	Opportunity to enhance adjacent area of open space
4. Would the site contribute to the wider regeneration of a deprived area?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	Moderate Constraint	Site is adjacent to a Local Wildlife Site and has some grassland habitat value. Invasive species present on the site.
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	Minor Constraint	Potential for contamination given historic uses.
7. Site Access	No Constraint	The site can be accessed directly via Ridgewood Way.
8. Network Capacity	Significant Constraint	The three-way traffic-signalled junction at Orrell Park is highly constrained.
9. Accessibility Improvements	N/A	There is potential to improve links through the site and to Warbreck Moor and the Liverpool Loop Line, to upgrade the Trans Pennine Trail, and to upgrade bus stops in the vicinity 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	Moderate Constraint	Records show that the ground conditions consist of backfill with 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	Moderate Constraint	The site is subject to level changes

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	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

A brownfield site in the existing urban area that is relatively accessible to public transport and services. The impact on the three-way traffic-signalled junction at Orrell Park (in Liverpool) would need to be carefully considered at the application stage. There are no other 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	SR4.32	Settlement Area	Netherton	Policy ref (if applicable)	MN2.35
SiteAddress	Z Block Sites, Buckley Hill Lane, Netherton				
SiteType	Potential Housing Allocation			SiteArea(Ha)	3.5



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
	%	(<800m)	%	(<1,200m)	%	(>1,200m)
Train Stations	0	<800m	0	<1,200m	100	>1,200m
Frequent Bus Stops	100	<400m	0	<800m	0	>800m
Primary School	100	<800m	0	<1,200m	0	>1,200m
District Local Centres	51	<800m	49	<1,200m	0	>1,200m
Neighbourhood Park	100	<600m	0	<900m	0	>900m
GPs/Health Centres	9.5	<800m	90.5	<1,200m	0	>1,200m

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	Yes	The site constitutes brownfield land
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	Yes	Redevelopment of a high profile site that is currently in poor condition
4. Would the site contribute to the wider regeneration of a deprived area?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	Moderate Constraint	Part of the site is adjacent to the junction of two busy main roads. This would need to be considered in any scheme layout.
7. Site Access	No Constraint	There are multiple vehicle access points to the sites which can be re-used.
8. Network Capacity	Minor Constraint	In principle this should be acceptable, subject to a satisfactory Transport Assessment.
9. Accessibility Improvements	N/A	Multiple pedestrian access points should be provided to ensure permeability across the site, particularly linkages to bus stops, Buckley Hill Lane, Fleetwood's Lane and Northern Perimeter Road.
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 2.0m band of clay overlaying 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	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

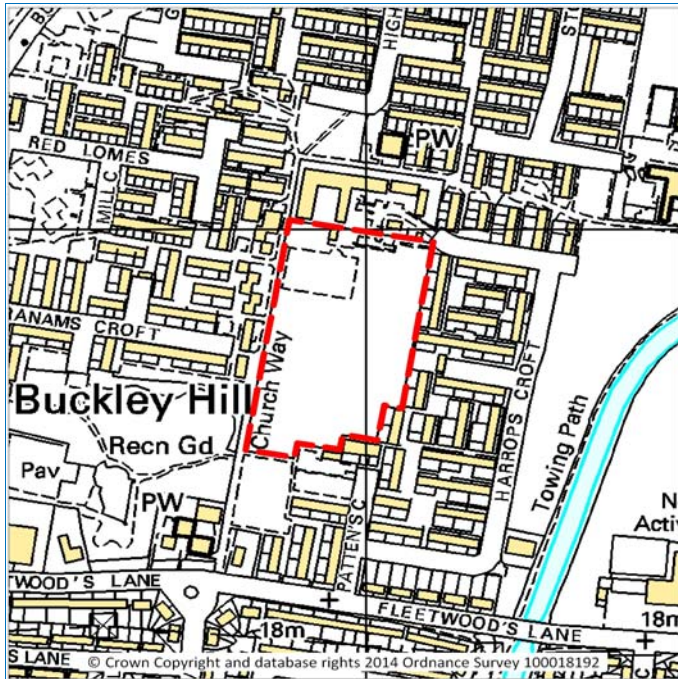
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

A brownfield site in the existing urban area that is relatively accessible to public transport and services. 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	SR4.33	Settlement Area	Netherton	Policy ref (if applicable)	MN2.36
SiteAddress	Former St Raymonds school, Netherton				
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	0	% (<800m)	0	% (<1,200m)	100	% (>1,200m)
Frequent Bus Stops	100	% (<400m)	0	% (<800m)	0	% (>800m)
Primary School	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
District Local Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	Yes	Partially brownfield - 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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	Development of the site would generate less traffic than the previous use as a primary school. A main point of vehicular access off Patten's Close would be necessary. Multiple pedestrian access points should be provided to ensure permeability across the site.
8. Network Capacity	No Constraint	In principle this should be acceptable, subject to a satisfactory Transport Assessment.
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	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 clay overlaying 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	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

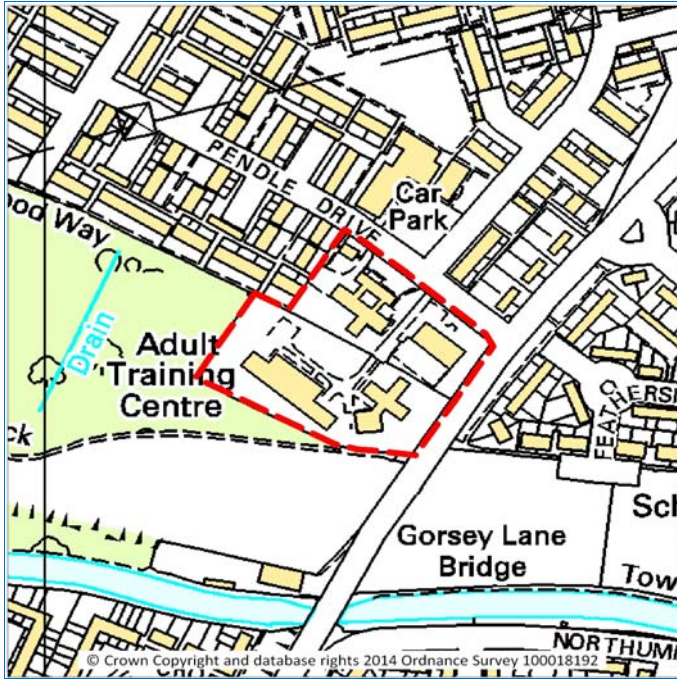
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Part Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. 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	SR4.34	Settlement Area	Netherton	Policy ref (if applicable)	MN2.37
SiteAddress	Land at Pendle Drive, Netherton				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.4



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	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	62.8 % (<800m)	37.2 % (<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	67.6 % (<800m)	32.4 % (<1,200m)	0 % (>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	Yes	The site constitutes brownfield land
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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	Adjacent to a Local Wildlife Site
2. HRA	Screened Out	
3. Flood Risk	Moderate Constraint	Entirely in Flood Zone 1. However, surface water flood risk affects around one-third of the site. Susceptible to ground water flooding. Residual risk of canal failure.
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 standard priority junction and access road off Pendle Drive would serve the majority of dwellings. Some dwellings could have direct frontage onto Pendle Drive.
8. Network Capacity	No Constraint	In principle, the proposal would be acceptable subject to a satisfactory Transport Assessment.
9. Accessibility Improvements	N/A	A very 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	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	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

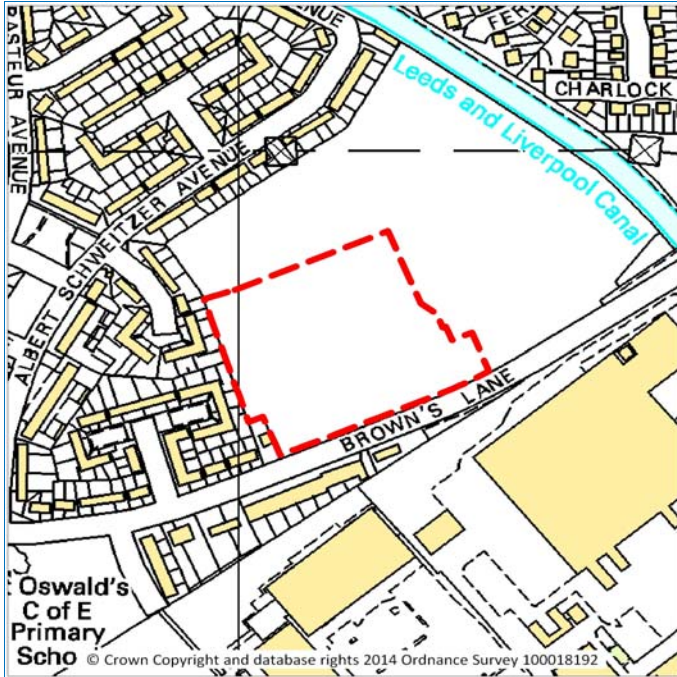
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

A brownfield site in the existing urban area that is relatively accessible to public transport and services. The site is subject to some surface water flood risk that would need to be addressed at the application stage. 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	SR4.35	Settlement Area	Netherton	Policy ref (if applicable)	MN2.38
SiteAddress	Former Bootle High School, Netherton				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.7



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	100 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	70.2 % (<400m)	29.8 % (<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	The site constitutes brownfield land
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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	All vehicular and pedestrian access would be via Browns Lane. Traffic generation will be less than the previous use as a secondary school.
8. Network Capacity	Minor Constraint	There are some concerns regarding the capacity of the bridge over the canal due to the traffic signal controlled shuttle working which would need to be assessed as part of the Transport Assessment. There is a mini roundabout at the junction at Browns Lane and Copy Lane, and a priority junction at Copy Lane and Northern Perimeter Road, which would require assessment.
9. Accessibility Improvements	N/A	The site layout should be designed to cater for the potential development of the remainder of the site. There is good accessibility for all modes generally but some modest improvements 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	Records show that the ground conditions consist of sand/clay. 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	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

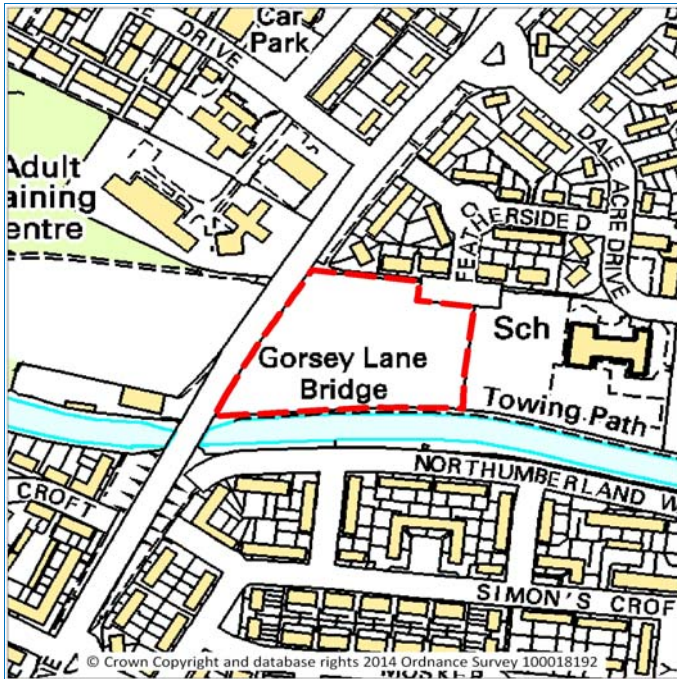
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

A brownfield site in the existing urban area that is relatively accessible to public transport and services. 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	SR4.36	Settlement Area	Netherton	Policy ref (if applicable)	MN2.39
SiteAddress	Former Daleacre School, Netherton				
SiteType	Potential Housing Allocation			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	100	% (<400m)	0	% (<800m)	0	% (>800m)
Primary School	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
District Local Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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 standard priority junction and access road off Gorse Lane would serve the majority of dwellings. This should be located adjacent to the existing footpath leading to Harp's Croft. Other than for a few dwellings, vehicular access via Harps Croft is unacceptable. Multiple points of pedestrian access should be provided in order to make the site permeable.
8. Network Capacity	No Constraint	Traffic generation would be lower compared to the previous use as a primary school. In principle, the proposal is likely to be acceptable subject to a satisfactory Transport Statement.
9. Accessibility Improvements	N/A	A very modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required. Multiple points of access for pedestrians and cyclists should be provided onto the canal towpath in order to make the site accessible.
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	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

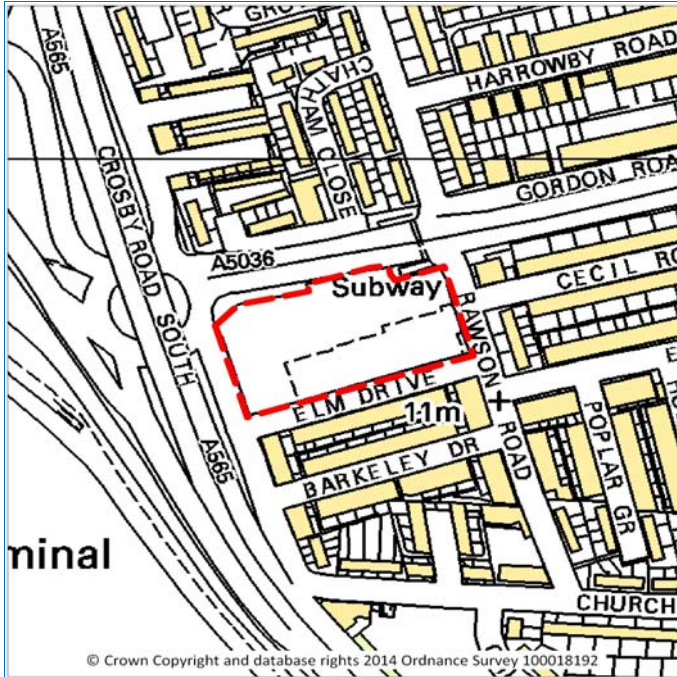
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. 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	SR4.39	Settlement Area	Bootle	Policy ref (if applicable)	MN2.40	
SiteAddress	Former Rawson Road Primary School, Seaforth					
SiteType	Potential Housing Allocation				SiteArea(Ha)	1



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 - 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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	Significant Constraint	Two busy major roads (the A5036 and the A565) are adjacent to both the north and west of the site. The A565 is elevated at this point. Approximately 50% of the site is currently within an Air Quality Management Area. These constraints may restrict development on a significant part of the site.
7. Site Access	No Constraint	A number of dwellings are likely to have direct frontage access onto Elm Drive and/or Rawson Road. Vehicular access to Princess Way (A5036) will not be permitted.
8. Network Capacity	No Constraint	In principle, the proposal is likely to be acceptable subject to a satisfactory Transport Statement to be submitted at the pre-application stage.
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	Urban site not in agricultural use.
11. Landscape	No Constraint	Urban site - not assessed for landscape value.
12. Ground Conditions	Minor Constraint	The precise ground conditions on this site are not known. However, development on nearby sites have used strip / reinforced strip foundations and these are likely to be suitable on this site.
13. Utility Infrastructure	No Constraint	No known issues
14. Other Constraint	Moderate Constraint	Part of the site may be required for highways improvements

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

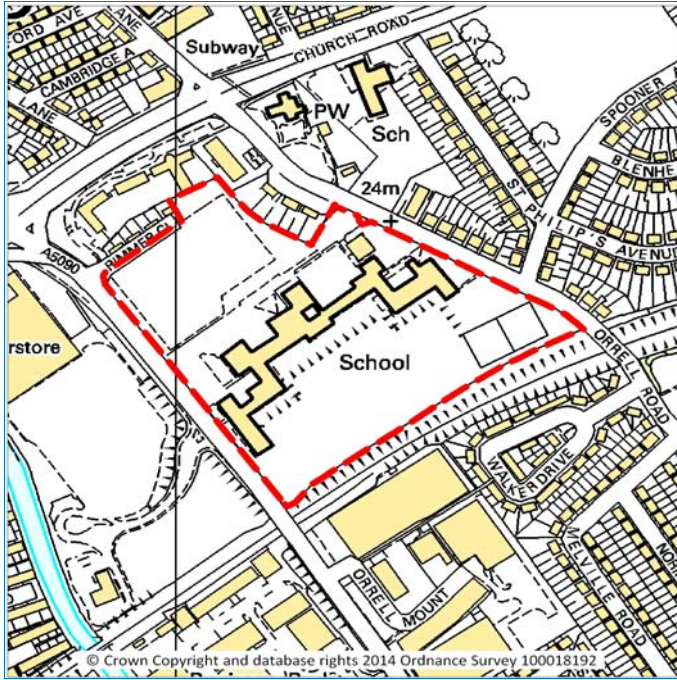
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	Yes	The site is adjacent to two major roads which reduces the proportion that can be developed. This may affect viability.
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The development of this site would contribute to the regeneration of the area. The site is adjacent to two major roads which reduces the proportion that can be developed. There are no other significant constraints that apply, and the site is appropriate to allocate for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.40	Settlement Area	Bootle	Policy ref (if applicable)	MN2.41
SiteAddress	Former St Wilfrid's School, Bootle				
SiteType	Potential Housing Allocation			SiteArea(Ha)	6.6



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	33.7 % (<800m)	66.3 % (<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 - 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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	Part of site used as a gull roost
2. HRA	Screened In	
3. Flood Risk	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	Minor Constraint	Part of the site is close to the listed St Philips Church, Orrell Road (grade 2).
6. Pollution	No Constraint	No known issues
7. Site Access	Minor Constraint	Vehicular access to serve the vast majority of proposed dwellings should ideally be via a fourth arm to the existing traffic signal controlled junction on Hawthorne Road that serves Tesco. Some limited vehicular access onto Orrell Road, possibly with dwellings having direct frontage, would be acceptable.
8. Network Capacity	No Constraint	In principle, the proposal is likely to be acceptable subject to a satisfactory Transport Assessment. Traffic generation is likely to be less than the previous use as a secondary school.
9. Accessibility Improvements	N/A	<p>A modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.</p> <p>A number of pedestrian/cycling routes through the site providing direct and safe connections between Hawthorne Road and Orrell Road will be required in order to make the site permeable by sustainable travel modes and improve accessibility of the wider area, particularly to the adjacent supermarket.</p>
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	Moderate Constraint	Records show that the ground conditions consist of backfill with 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	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

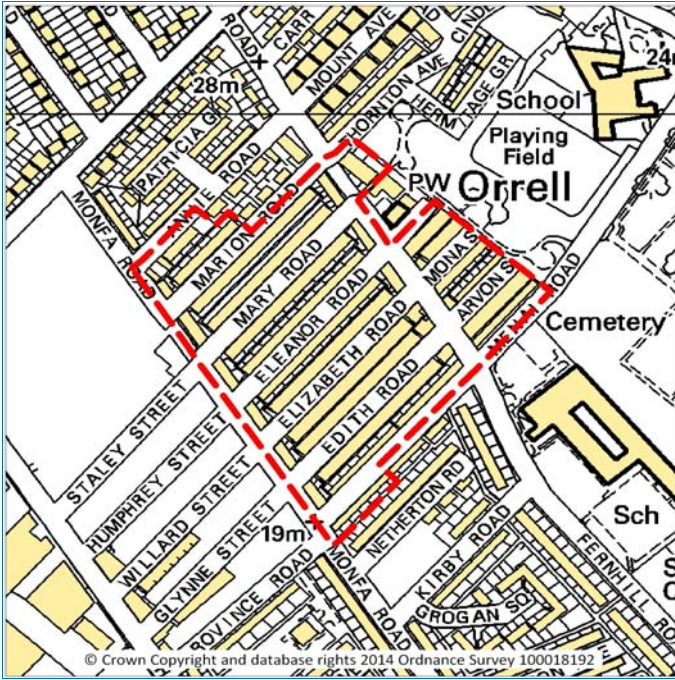
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Part Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The development of this site would contribute to the regeneration of the area. A significant part of the site would be retained for open space which reduces the developable area. There are no other significant constraints that apply, and the site is appropriate to allocate for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.41	Settlement Area	Bootle	Policy ref (if applicable)	MN2.42
SiteAddress	Klondyke Phases 2 and 3				
SiteType	Potential Housing Allocation			SiteArea(Ha)	4.2



Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	3.1	% (<1,200m)	96.9	% (>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	The site constitutes brownfield land
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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	Some existing buildings have bat roost potential
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk at the southern edge of the site.
4. Sequential Test	Pass	Site in Flood Zone 1
5. Heritage	No Constraint	No identified impacts on designated heritage assets
6. Pollution	Minor Constraint	Potential contamination associated with historic foundation materials
7. Site Access	No Constraint	Vehicular access should be achievable from the existing highway network via Willard Street. Multiple points of pedestrian access will be required to ensure good permeability of the site.
8. Network Capacity	Minor Constraint	Planning permission has been granted for this development.
9. Accessibility Improvements	N/A	A modest scheme of improvements for cyclists, pedestrians and public transport is likely to 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	Moderate Constraint	Records show that the ground conditions consist of mixture of backfill and clay soils. 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	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

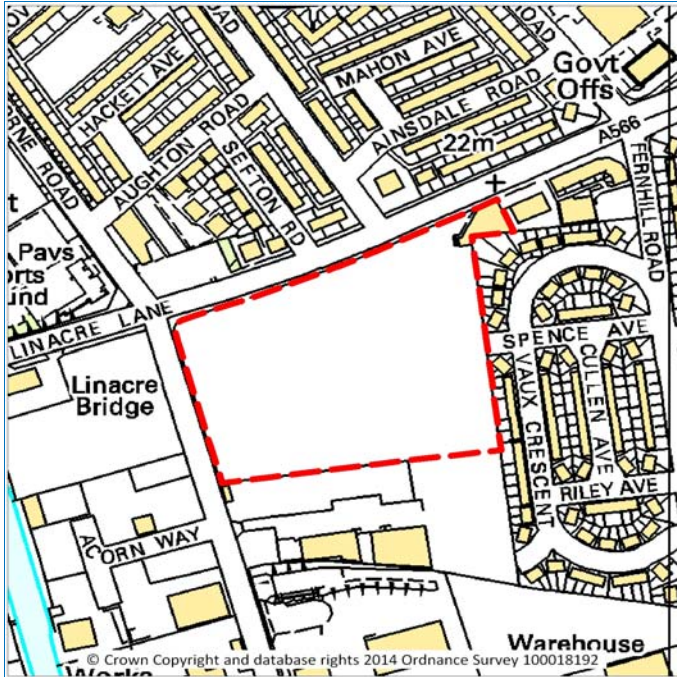
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The development of this site would contribute significantly to the regeneration of the surrounding area. The site now benefits from planning permission and construction is due to start in 2015. There are no significant constraints that apply, and the site is appropriate to allocate for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS29	Settlement Area	Bootle	Policy ref (if applicable)	MN2.43
SiteAddress	Former Peoples Garage site, Hawthorne Road / Linacre Lane				
SiteType	Potential Housing Allocation			SiteArea(Ha)	2.9



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	85.4 % (<1,200m)	14.6 % (>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	Brownfield industrial site - currently vacant
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?	Yes	Within an area in the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	Moderate Constraint	Potential for contamination given historic uses.
7. Site Access	Minor Constraint	Access should be taken onto Linacre Lane.
8. Network Capacity	Minor Constraint	In principle, this development could be accommodated upon the network, subject to a satisfactory Transport Assessment
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	Urban site not in agricultural use.
11. Landscape	No Constraint	Urban site - not assessed for landscape value.
12. Ground Conditions	Minor Constraint	Good ground conditions clay type soils in general
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

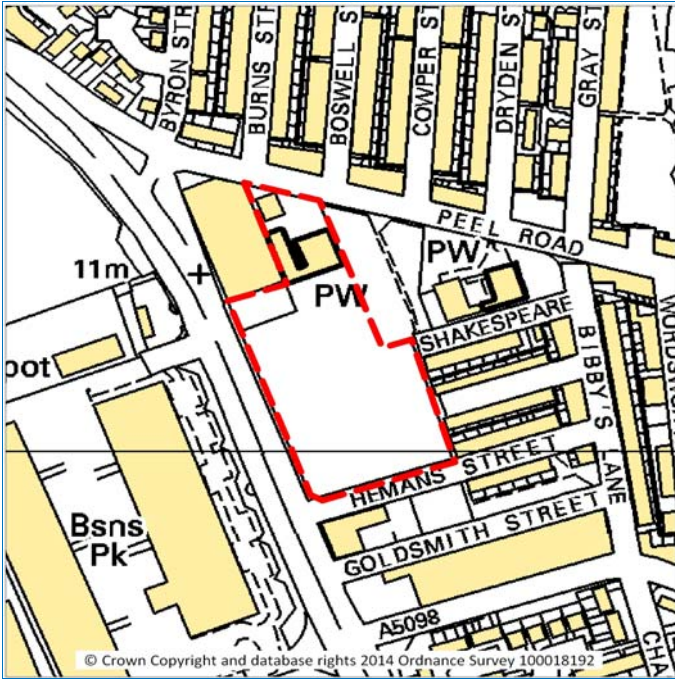
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	Yes	Potential for contamination given historic uses, which may affect viability.
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is accessible to public transport and services. The development of this site would contribute significantly to the regeneration of the surrounding area. Whilst the site is subject to some contamination this is not severe. There are no significant constraints that apply, and the site is appropriate to allocate for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.42	Settlement Area	Bootle	Policy ref (if applicable)	MN2.44
SiteAddress	Former St Joan of Arc School, Rimrose Road, Bootle				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.3



Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	100	% (<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 - 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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	No Constraint	No known ecological constraints
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in 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	Minor Constraint	Part of the site is adjacent to busy major road (the A 565) and an Air Quality Management Area. This would need to be considered in any scheme layout.
7. Site Access	No Constraint	The main point of vehicular access should be off Peel Road; however some limited vehicular access off Hemans Street, Longfellow Street and Shakespeare Street may be possible, subject to appropriate traffic management measures. Permeability is desirable across the site for non-vehicular traffic.
8. Network Capacity	Minor Constraint	Planning permission has been granted for this development.
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	Urban site not in agricultural use.
11. Landscape	No Constraint	Urban site - not assessed for landscape value.
12. Ground Conditions	Moderate Constraint	Records show that the ground conditions consist of mixture of backfill and clay soils. 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	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

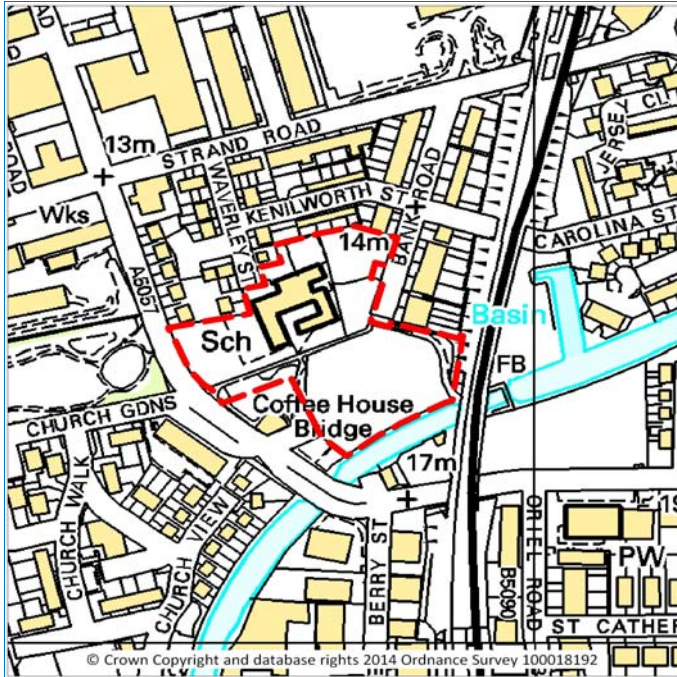
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The development of this site would contribute to the regeneration of the surrounding area. The site now benefits from planning permission. There are no significant constraints that apply, and the site is appropriate to allocate for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.43	Settlement Area	Bootle	Policy ref (if applicable)	MN2.45
SiteAddress	Former St Mary's School, Bank Road				
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	19.3 % (<800m)	80.7 % (<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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
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	Potential for water voles adjacent to Leeds-Liverpool Canal.
2. HRA	Screened Out	
3. Flood Risk	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. Residual risk of canal failure.
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	Ideally all vehicular access to the site should be via Bank Road. The junction of Strand Road/Bank Road/ASDA access is traffic signal controlled. Direct vehicular access onto Merton Road is not recommended.
8. Network Capacity	No Constraint	The proposal would be acceptable subject to a satisfactory Transport Statement. Traffic generation would be less than for the previous use as a school.
9. Accessibility Improvements	N/A	<p>There is potentially very good access to the canal for pedestrians and cyclists and the site is well located, close to Bootle Town Centre. There are also opportunities to maximise the permeability across the site.</p> <p>A modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.</p>
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	Moderate Constraint	Records show that the ground conditions consist of mixture of backfill and clay soils. 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	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

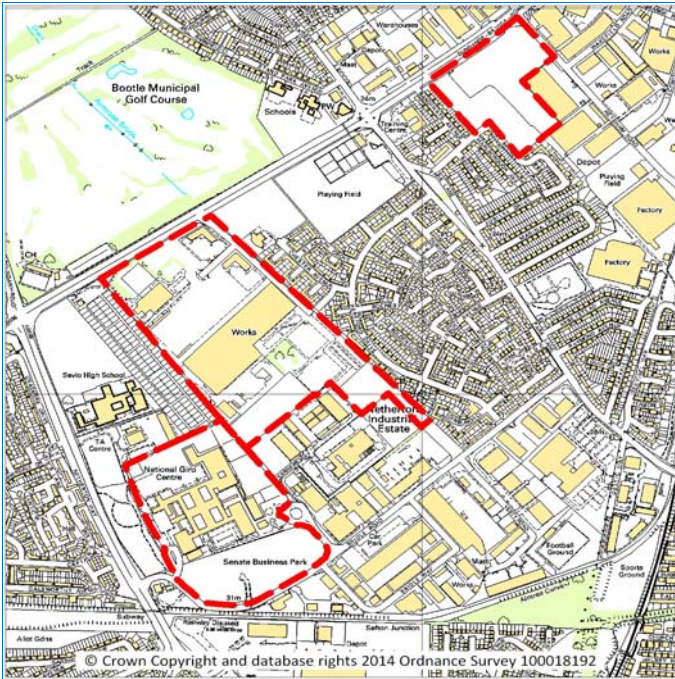
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Part Council-owned site.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The development of this site would contribute to the regeneration of the area. There are no other significant constraints that apply, and the site is appropriate to allocate for housing development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5.2B	Settlement Area	Netherton	Policy ref (if applicable)	MN2.47
SiteAddress	Three sites along the Dunnings Bridge Road Corridor, Netherton (Senate Business Park, Atlantic Business Park, and the Former Peerless Refinery Site)				
SiteType	Potential Employment Allocation			SiteArea(Ha)	26.8



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	4.1 % (<800m)	73.5 % (<1,200m)	22.4 % (>1,200m)
Frequent Bus Stops	96.1 % (<400m)	3.9 % (<800m)	0 % (>800m)
Primary School	65.1 % (<800m)	34.9 % (<1,200m)	0 % (>1,200m)
District Local Centres	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	99.8 % (<600m)	0.2 % (<900m)	0 % (>900m)
GPs/Health Centres	0.4 % (<800m)	53.9 % (<1,200m)	45.7 % (>1,200m)

Site specific / wider benefits

Comments

Question	Yes/No	Comments
1. Would site involve redevelopment of Brownfield land?	Yes	Brownfield sites
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?	Yes	In an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	Yes	Adjacent and highly accessible to areas of high unemployment
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	Invasive species present on some sites
2. HRA	Screened Out	
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	Moderate Constraint	Potential for contamination given historic uses (particularly on the Peerless site)
7. Site Access	No Constraint	Access to the three sites is already in place.
8. Network Capacity	Moderate Constraint	Known capacity issues on Dunnings Bridge Road.
9. Accessibility Improvements	N/A	This would be determined through a site-specific Transport Assessment, depending on the scale and nature of the development proposed.
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	No Constraint	Good ground conditions sand/clay type soils
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

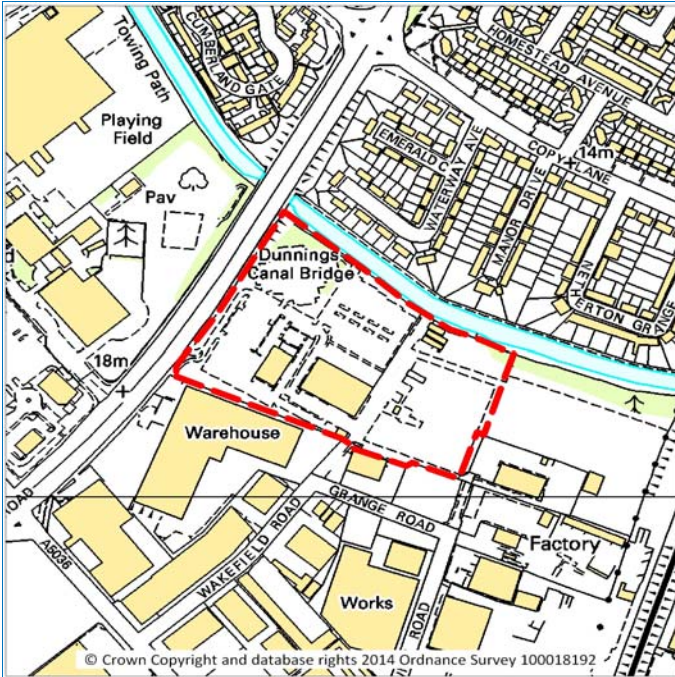
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Part Council-owned site
2. Are there any known viability issues?	Yes	Parts of the Peerless Refinery site are likely to be contaminated. Some enabling development may be required to cross-subsidise the delivery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

Conclusion

Brownfield sites in the existing urban area that are relatively accessible to public transport and services. Strategically located along Dunnings Bridge Road (the A5036), with excellent access to the motorway network and the Port of Liverpool. The sites are located adjacent to areas of high unemployment and have the potential to deliver a significant number of jobs and contribute to the regeneration of the surrounding area. The sites are appropriate for allocation for employment development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5A.1	Settlement Area	Netherton	Policy ref (if applicable)	MN2.51
SiteAddress	Switch Car Site, Wakefield Road, Netherton				
SiteType	Potential Employment Allocation			SiteArea(Ha)	4.7



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	58.2 % (<800m)	41.8 % (<1,200m)	0 % (>1,200m)
District Local Centres	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	98.7 % (<600m)	1.3 % (<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	Brownfield site
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?	Yes	In an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	Yes	Adjacent and highly accessible to areas of high unemployment
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	Potential for water voles along the Leeds-Liverpool Canal.
2. HRA	Screened Out	
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	Minor Constraint	Part of the site is adjacent to Dunnings Bridge Road (the A5036) - a busy dual carriageway. This would need to be considered in any scheme layout. Potential for contamination given historic industrial uses.
7. Site Access	Moderate Constraint	Likely to require access via Grange Road.
8. Network Capacity	Moderate Constraint	Known capacity issues on Dunnings Bridge Road.
9. Accessibility Improvements	N/A	
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	Good ground conditions sand/clay type soils.
13. Utility Infrastructure	Minor Constraint	May need some upsizing or extending of the network.
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

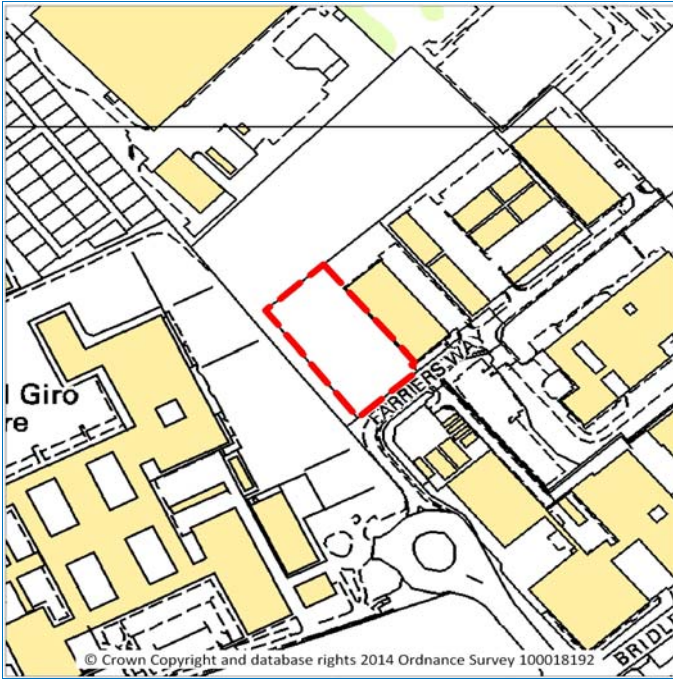
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	Yes	Some enabling development may be required to cross-subsidise the delivery of new employment uses.
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is relatively accessible to public transport and services. Strategically located along Dunnings Bridge Road (A5036), with excellent access to the motorway network and the Port of Liverpool. The site is located close to areas of high unemployment and has the potential to deliver a significant number of jobs. The site is appropriate for allocation for employment development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5A.8	Settlement Area	Netherton	Policy ref (if applicable)	MN2.52
SiteAddress	Land at Farriers Way, Netherton				
SiteType	Potential Employment Allocation			SiteArea(Ha)	0.5



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
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	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	0	% (<800m)	60.4	% (<1,200m)	39.6	% (>1,200m)

Site specific / wider benefits

Comments

1. Would site involve redevelopment of Brownfield land?	Yes	Brownfield site
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?	Yes	In an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	Yes	Adjacent and highly accessible to areas of high unemployment
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	Invasive species present on part of the site
2. HRA	Screened Out	
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	Site accessed off Farriers Way.
8. Network Capacity	No Constraint	In principle development of this site can be accommodated on the highways network.
9. Accessibility Improvements	N/A	A limited package of measures will be required for improvements for cyclists and pedestrians.
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	Good ground conditions sand/clay type soils.
13. Utility Infrastructure	Minor Constraint	May need some upsizing or extending of the network.
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

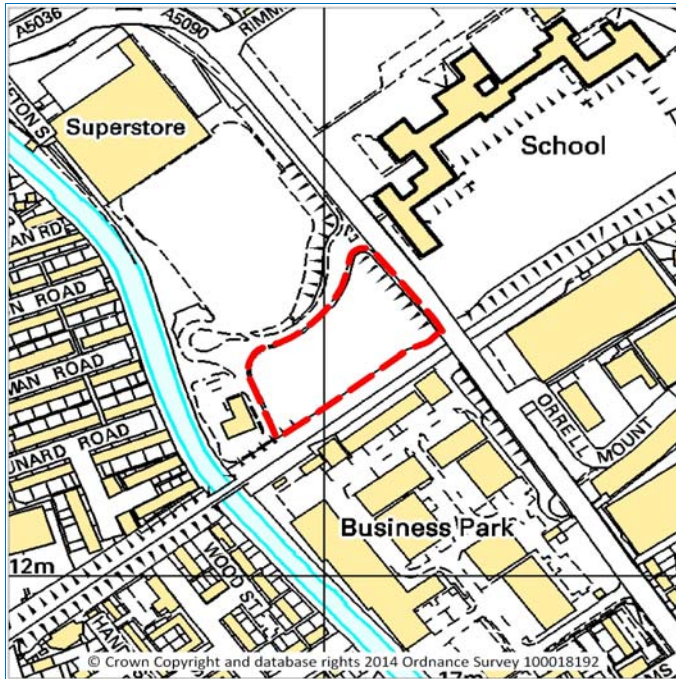
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is relatively accessible to public transport and services. The site is located within an existing industrial estate adjacent to areas of high unemployment. The site is appropriate for allocation for employment development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5A.7	Settlement Area	Bootle	Policy ref (if applicable)	MN2.53	
SiteAddress	Former Lanstar Site, Hawthorne Road, Bootle					
SiteType	Potential Employment Allocation				SiteArea(Ha)	1



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	Brownfield site
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?	Yes	In an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	Yes	Adjacent and highly accessible to areas of high unemployment
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	Potential for water voles along the Leeds-Liverpool Canal.
2. HRA	Screened Out	
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	Minor Constraint	Potential for contamination given historic uses.
7. Site Access	No Constraint	Use of existing signal junction for Tesco onto Hawthorne Road.
8. Network Capacity	Minor Constraint	Already considered with Tesco approval. A Transport Assessment will be required with an application.
9. Accessibility Improvements	N/A	Limited package of improvements needed for cyclists.
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	Good ground conditions clay type soils in general
13. Utility Infrastructure	Minor Constraint	Clean water infrastructure passing through the site. May need some upsizing or extending network
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

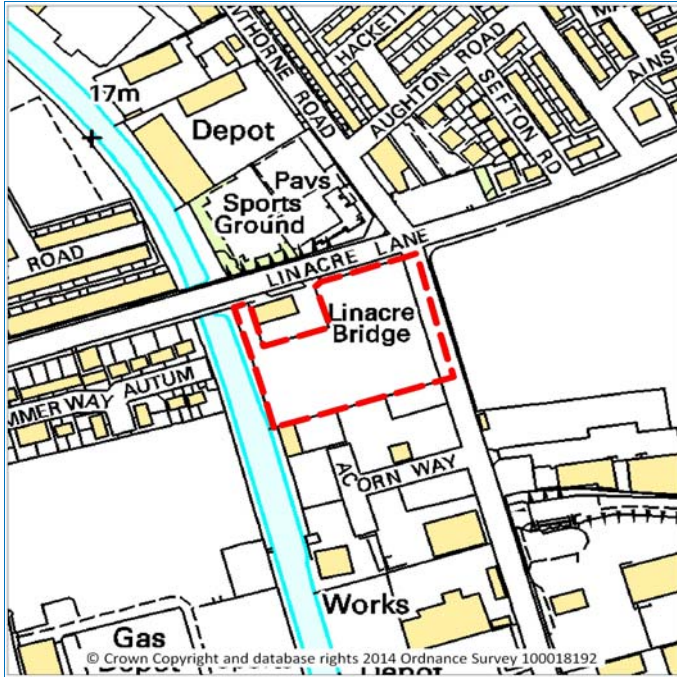
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The site is located adjacent to areas of high unemployment. The site is appropriate for allocation for employment development in the Local Plan.

SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5A.6	Settlement Area	Bootle	Policy ref (if applicable)	MN2.54
SiteAddress	Linacre Bridge, Linacre Lane, Bootle				
SiteType	Potential Employment Allocation			SiteArea(Ha)	1



Proximity of the site to key services

Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	100	% (<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	Brownfield site
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?	Yes	In an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	Yes	Adjacent and highly accessible to areas of high unemployment
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	Potential for water voles along the Leeds-Liverpool Canal.
2. HRA	Screened Out	
3. Flood Risk	No constraint	Entirely within 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	Potential for contamination given historic uses.
7. Site Access	Minor Constraint	Access onto Linacre Lane or Hawthorne Road. A Transport Assessment will be needed to identify an access point.
8. Network Capacity	Minor Constraint	In principle, this development could be accommodated upon the network, subject to a satisfactory Transport Assessment
9. Accessibility Improvements	N/A	A Transport Assessment would need to include an appropriate package of measures to improve accessibility.
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	Good ground conditions clay type soils in general
13. Utility Infrastructure	Minor Constraint	Small mains serving the area. May need some upsizing or extending of network.
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	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

Conclusion

Site in the existing urban area that is highly accessible to public transport and services. The site is located within an existing industrial estate adjacent to areas of high unemployment. The site is appropriate for allocation for employment development in the Local Plan.