



APRIL 2023

# Sefton Employment Land & Premises Supply Assessment

Final Report

Iceni Projects Limited on behalf of  
Sefton MBC

April 2023

ICENI PROJECTS LIMITED  
ON BEHALF OF SEFTON  
MBC

## Iceni Projects

London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH  
Glasgow: 177 West George Street, Glasgow, G2 2LB  
Manchester: 68 Quay Street, Manchester, M3 3EJ

t: 020 3640 8508 | w: [iceniprojects.com](https://www.iceniprojects.com) | e: [mail@iceniprojects.com](mailto:mail@iceniprojects.com)  
linkedin: [linkedin.com/company/iceni-projects](https://www.linkedin.com/company/iceni-projects) | twitter: [@iceniprojects](https://twitter.com/iceniprojects)

Sefton Employment Land & Premises  
Supply Assessment  
FINAL REPORT



---

## CONTENTS

2.	INTRODUCTION .....	1
3.	SITE ASSESSMENT METHODOLOGY .....	4
4.	ALLOCATED SITES.....	6
5.	EMPLOYMENT ALLOCATIONS.....	22
6.	EXISTING EMPLOYMENT AREAS .....	30
7.	PORT OF LIVERPOOL .....	63
8.	NON-ALLOCATED SITES .....	66
9.	CONCLUSIONS ON SUPPLY POSITION .....	92

---

## 2. INTRODUCTION

- 2.1 Sefton Council has commissioned Icen Projects (“Icen”) to prepare this Employment Land and Premises Supply Assessment to provide a detailed analysis of Sefton’s current supply of employment land and premises, both occupied and unoccupied.
- 2.2 The assessment is intended to provide an up-to-date evidence base to support development management decisions regarding employment land provision within the Borough, and to inform plan-making activities including the preparation of the Bootle Area Action Plan and in due course a review of the Sefton Local Plan.

### **Current Policy Framework**

---

- 2.3 The Sefton Local Plan provides for 81.6 ha of employment land to enable the Borough to meet its identified employment land requirement to 2030. This was based on the recommendations of the Employment Land and Premises Study Refresh 2015.
- 2.4 The majority of this requirement could be met from sites within the existing urban area, but the Plan also identified two Strategic Employment Locations on land previously within the Green Belt – Land East of Maghull (20 ha net) and Land to the North of Formby Industrial Estate (8 ha net). These sites were identified in Policy MN2 as Strategic Employment Locations; but were also subject to site-specific policies (Policies MN3 and MN4 respectively).
- 2.5 Other Strategic Employment Locations within the Borough identified in the Local Plan included the Dunnings Bridge Road Corridor in Netherton (Policy MN2.48), providing 26.8 ha of land, and Southport Business Park (Policy MN2.50), providing 13.1 ha net.
- 2.6 Alongside this there were four sites within Existing Employment Areas which were allocated for new employment development (Site References MN2.51 – 2.54) providing 7.2ha of land.
- 2.7 Wider policies for employment land provision are set out in Section 7 of the Local Plan. Policy ED3 is intended to guide development within Existing Employment Areas and supports employment development in Use Classes E(g), B2, and B8 as well as small scale/ancillary uses which would not prejudice the operations of employment sites, and other uses where there would be a significant community benefit, or it is demonstrated that there is no reasonable prospect of continued employment use. In addition, it seeks to manage development to ensure that there is no significant harm to the amenity of nearby residents or the general environment.

- 
- 2.8 Policy ED4 guides development in five identified Mixed-Use Areas, which includes the Bootle Commercial Quarter, and is supportive of a range of types of development including office and light industrial uses. In addition, the Plan sets out policies for Regeneration Areas (Policy ED6), which include Town Centre locations and the Dunnings Bridge Road Corridor in Bootle and the Bootle Central Area; and a specific policy (Policy ED1) related to the Port and Maritime Zone and the potential expansion of the operational port area under certain conditions.

### **Use Classes**

---

- 2.9 The Government amended the Use Class Order in September 2020 introducing Class E to provide scope for changes of use between the previous B1 uses and Class A (retail) uses. For the purposes of this assessments, employment uses are as follows:

- Class B2 General industrial
- Class B8 Storage or distribution
- Class E(g) Uses which can be carried out in a residential area without detriment to its amenity:
  - E(g)(i) Offices to carry out any operational or administrative functions,
  - E(g)(ii) Research and development of products or processes
  - E(g)(iii) Industrial processes

### **Requirements of the Brief**

---

- 2.10 This report has been prepared by Icen Projects for the Council. It provides an independent assessment of the employment land supply within the Borough, responding specifically to the following requirements of the Council's brief:

- Analysis of the current stock of employment land and premises in Sefton in terms of quantum, quality, mix of current uses, intensity of use, locational requirements of existing businesses, job density and recent turnover. This should include land allocated for employment uses in the Sefton Local Plan (2017) but not yet delivered.
- Assessment of the total amount of occupied employment land and premises on allocated sites in Sefton broken down by settlement area, type of use, quality.
- Assessment of the amount of vacant and available employment land and premises in Sefton by settlement areas, allocation status, quality, availability, and suitability of uses.

- 
- Commentary on the potential employment land supply if sites are more efficiently used; if existing uses/businesses can relocate to more suitable locations (e.g., offices to town centres); if sites can be merged to create more suitable development opportunities; if non-allocated sites in employment use are protected in a Local Plan review; or if employment sites can be redeveloped for better economic outputs (e.g., greater job density).
  - Assessment of the types of employment land classification that the Council may wish to take forward in a Local Plan review or through the Bootle Area Action Plan, accepting that not all employment sites are the same and are targeted to different types of businesses; and
  - For each site assessment a commentary of the relative importance of each existing allocated employment site, particularly if Council concludes it has an over-supply of employment land/premises.

### **Report Status and Structure**

---

2.11 The remainder of this report is structured as follows:

- Section 2: Site Assessment Methodology.
- Section 3: Allocated Sites.
- Section 4: Employment Allocations.
- Section 5: Existing Employment Areas.
- Section 6: Port of Liverpool.
- Section 7: Non-Allocated Sites; and
- Section 8: Conclusions on Supply Position.

---

### 3. SITE ASSESSMENT METHODOLOGY

3.1 In this section we provide an overview of the site assessment methodology. It also provides details of the stakeholder engagement undertaken in developing this report.

#### **Site Assessment Methodology**

---

3.2 The site assessments have considered the strategic employment locations and other employment sites listed in the Local Plan.

3.3 Site surveys were undertaken by Iceni in Summer 2022 using a site assessment proforma agreed with the Council which draws on the Planning Practice Guidance. The site assessments addressed:

- The size, nature, and intensity of use of the employment site including information on the nature of businesses and key occupiers.
- The site's accessibility including its location, accessibility by road and proximity to the strategic road network, public transport accessibility, and internal access including by HGVs together with servicing arrangements for existing businesses.
- The age and quality of existing buildings, including vacancy levels, the quality of the environment on-site and whether there any physical constraints to the use of the land such as steep topography or adjacent uses.
- Adequacy of existing parking provision, including evidence of on-street parking and whether this inhibits HGV access and circulation.
- The site's attractiveness as a working environment including proximity to local services and amenities for employees, and open space.
- The site's relationship with its immediate surrounding and whether there are any potential bad neighbour or adjacency issues.

3.4 Where there was development potential on existing sites, such as evident vacant plots, or the potential for intensification of use, this was noted. Our assessment included consideration of the market attractiveness of available land, and any known constraints which might impact on its deliverability. Iceni has not undertaken detailed development appraisals to assess viability at a site-specific level or appraised land ownership/ developer intentions in detail.

---

## Key Stakeholder Engagement

---

3.5 Alongside the site assessment fieldwork, Icenl has engaged with a range of stakeholders in considering market dynamics, site availability and developer intentions, and policy issues in respect of employment land supply. Key stakeholders with whom we have engaged include:

**Table 3.1 Stakeholder Engagement**

Stakeholder	Site
Sefton Council - Planning Policy; Economic Development; Regeneration	Various (including Southport Business Park and Bootle Office Quarter)
Colliers on behalf of Santander	Bridle Road
Landowner and agent	East of Maghull
Landowner and agent	North of Formby Industrial Estate
Landowner's agent	Atlantic Park

3.6 Discussions regarding individual sites included consideration of progressing in bringing development forwards, market and occupier interest, and consideration of site-specific development constraints. Stakeholder engagement took place in Autumn 2022 and has informed the site assessments and report conclusions as appropriate.



---

## 4. ALLOCATED SITES

4.1 There are four strategic site allocations within the Sefton Local Plan which are allocated for new office and light industrial, general industrial, and storage and distribution uses. These are the largest employment sites in Sefton:

- Land East of Maghull (20ha net)
- Dunnings Bridge Road Corridor, Netherton (26.8ha)
- Land to the North of Formby Industrial Estate (8ha net)
- Southport Business Park (13.1ha net)

4.2 Local Plan Policy MN2 sets out that the Strategic Employment Locations must provide high quality business parks. New development on these sites should maximise job outputs, incorporate high quality design and layout, and be compatible with adjacent uses.

4.3 The Sites at Land East of Maghull and Land to the North of Formby Industrial Estate are subject to site specific policies within the Local Plan, which are discussed further below.

### **Land East of Maghull (MN2.47)**

---

4.4 The Land East of Maghull site is, as the name suggests, located to the east of Maghull adjacent to Junction 1 of the M58. The Local Plan includes a site-specific policy for the site, Policy MN3, which seeks the delivery of a comprehensive sustainable urban extension including both new residential neighbourhoods, a business park, and improvements to local infrastructure. It required a comprehensive masterplan to be prepared for the whole site. The Policy required provision of a 20 ha (net) Business Park (Use Classes E(g), B2, B8) to be located adjacent to the site's north-eastern boundary.

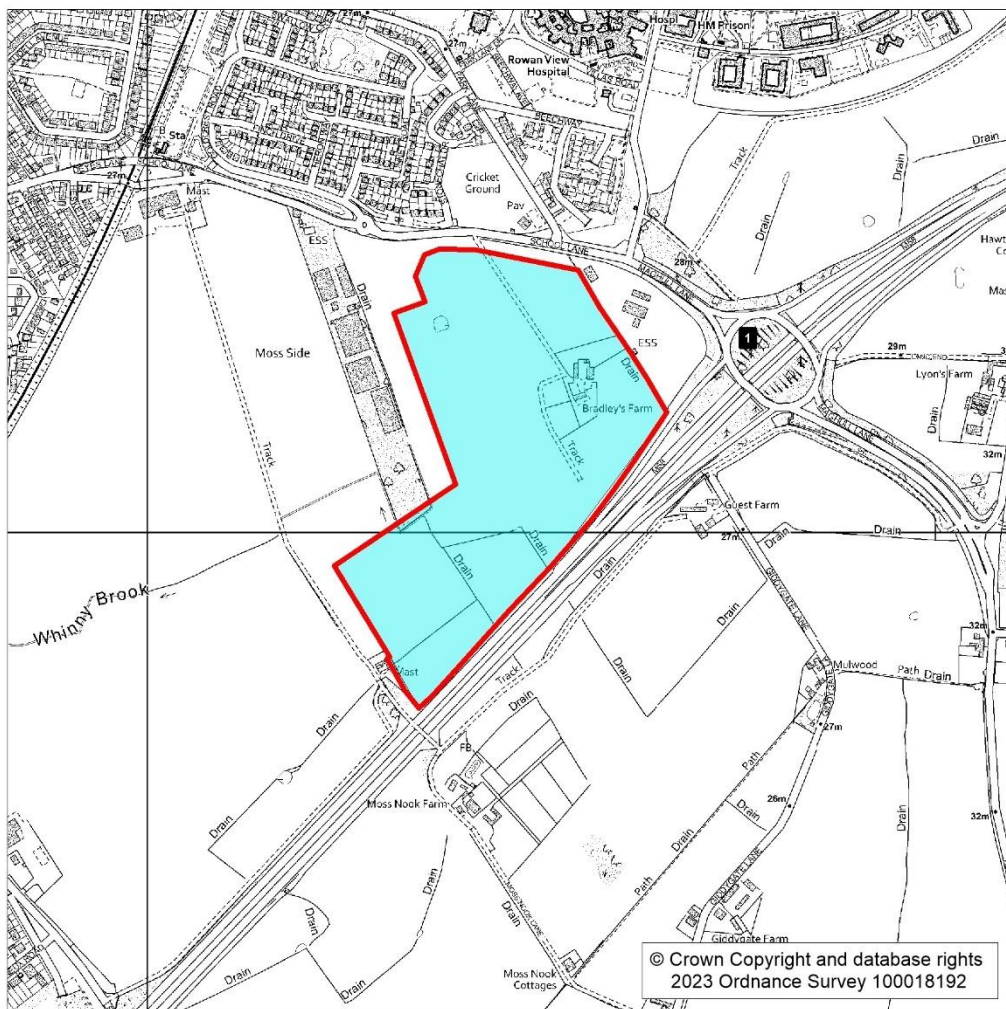
4.5 To date two residential planning consents are in place (DC/2017/01528 and DC/2017/01532) and an enabling (2 ha) frontage development to the Business Park by Eurogarages (DC/2018/01458) has been delivered. This has also delivered the site access from School Lane and was completed in 2021. In addition, the new access slip roads at M58 Junction 1 were completed in 2020 facilitating access to the site. The balance of land on the East of Maghull allocation for the Business Park is shown in the plan below and comprises 17.25 ha of development land.

4.6 There has been developer and occupier interest in the land, particularly for industrial development. However, development has yet to progress, over 5 years on from the adoption of the Local Plan. The

site is in multiple ownership, but the main landowner has, to date, been reluctant to relocate or release the land for development. The stakeholder engagement undertaken confirms market interest in the site and indicates that negotiations with potential parties/ developers are currently ongoing.

4.7 To the north of the site is a residential area, beyond which is the sprawling Ashworth Hospital site. To the east is a newly constructed service station. To the south is the M58, beyond which are agricultural fields. To the west is currently agricultural fields, however, these are being brought forward for residential development as part of the wider masterplan for the wider East of Maghull site<sup>1</sup>. Therefore, the site is within an urban fringe location and occupiers would need to be considerate of residential amenity.

Figure 4.1 – Land East of Maghull employment allocation (red line) and vacant land (blue)



D

<sup>1</sup> Secured through the approval of applications DC/2017/01528 and DC/2017/01532 (the latter has expired. It was re-submitted under Application Ref: DC/2020/01778 but withdrawn in September 2022)

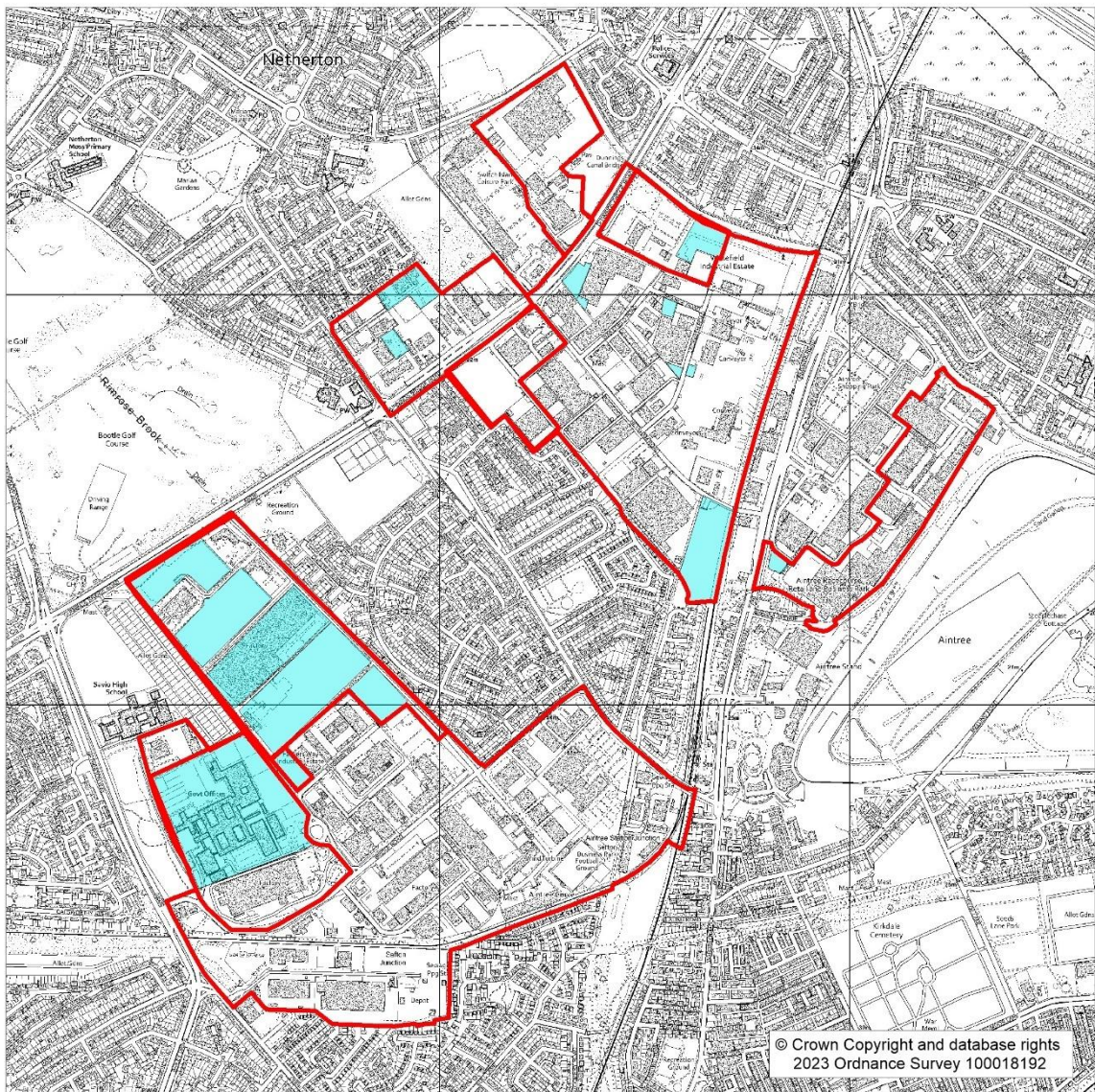
- 
- 4.8 Access to the site is provided off School Lane to the north. A new access point has been constructed in preparation for the allocated site coming forward. As the site is adjacent to the M58 there is excellent accessibility to the strategic road network. There are existing bus stops opposite the entrance to the site on School Lane, these are served by regular services to Kennessee Green, hourly daytime services to Waterloo and occasional services towards Kirkby Park and Knowsley Industrial Park. Maghull North Train Station is approximately 0.5-miles (9-minute) walk from the site, with regular services towards Ormskirk and Liverpool Central. Public transport accessibility is therefore also strong.
- 4.9 The Land East of Maghull employment allocation thus remains undeveloped and should be regarded as a key strategic employment site for the Council and one of the prime opportunities to attract business investment. Its accessibility and the scale of available land make it attractive for high quality industrial development in particular.
- 4.10 We understand that there are discussions underway with the landowners and prospective purchasers for the employment allocation. Should a sale be agreed soon, a planning application could potentially come forward in late 2023 or early 2024, with development on site beginning on site in c. 2025. However, there is a risk that land ownership issues continue to frustrate the ability to bring the site forward for development. If this persists, the Council may need to consider using compulsory purchase powers to enable development to progress.
- 4.11 Recommendation – the employment allocation at Land East of Maghull remains a key strategic employment site for the Borough and the Council should, therefore, retain this allocation for office and light industrial, general industrial and storage and distribution uses (Use Classes E(g), B2 and B8). If there is no evidence of clear progress in the short-term, the Council should consider the use of compulsory purchase powers to enable high quality employment development to progress.**

#### **Dunnings Bridge Road Corridor, Netherton (MN2.48)**

---

- 4.12 The Dunnings Bridge Corridor area comprises 26.8ha of employment land across three sites:
- Atlantic Park (16.8ha) – Site MN2.48a
  - Senate Business Park (4.2ha) – Site MN2.48b
  - Former Peerless Refinery Site (5.8ha) – Site MN2.48c

**Figure 4.2 – Plan of Dunnings Bridge Road Corridor employment allocations (red line) and vacant land and premises (blue)**



4.13 The three sites are allocated for new office and light industrial, general industrial, and storage and distribution uses. This allocation is not subject to its own policy.

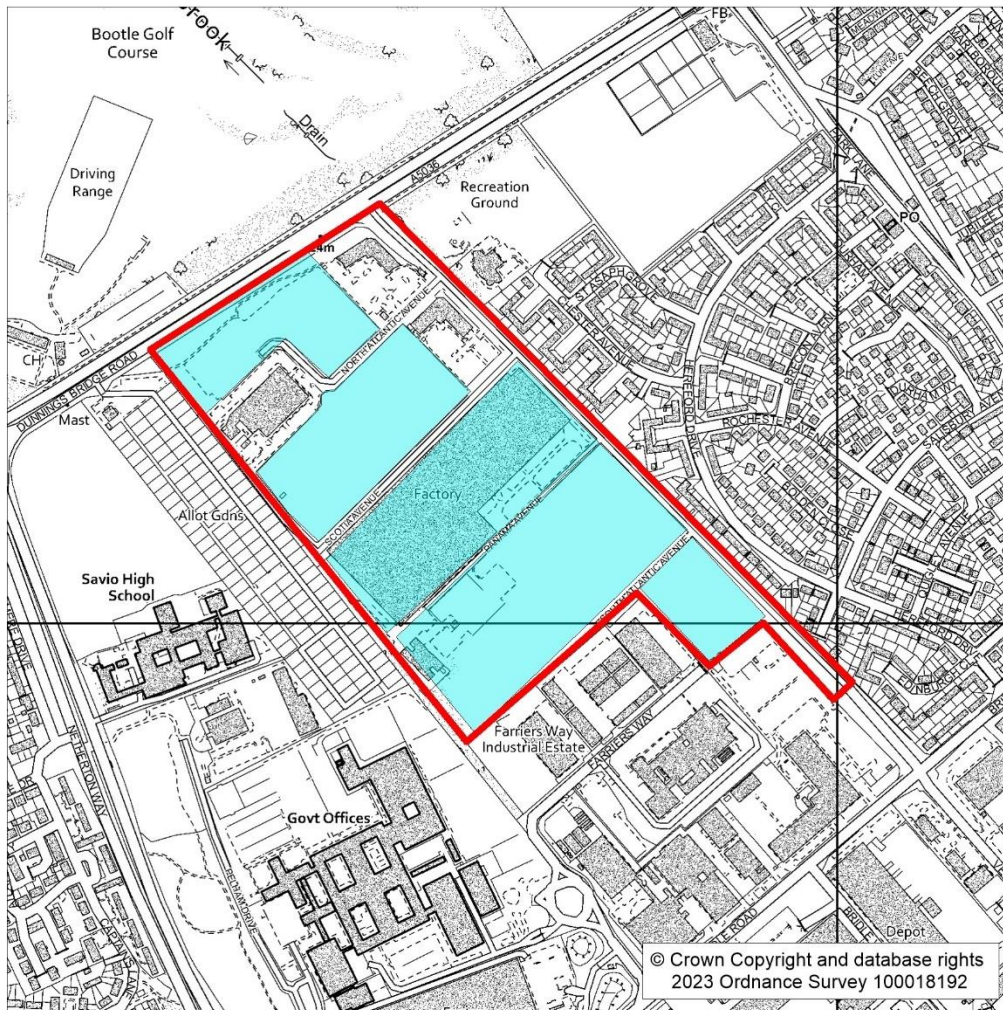
**Atlantic Park (MN2.48a)**

4.14 Atlantic Park is located adjacent to Dunnings Bridge Road (A5036) and is accessed directly from it. The landowner is Royal London, who acquired the site in 2006.

4.15 The site has an extensive planning history. Under Planning Application Ref: S/2006/1165, which was granted in May 2007, outline planning permission was granted for the provision of an employment park and trade park, covering office and light industrial, general industrial, and distribution and storage uses. Site A has been redeveloped to provide a 5-storey office building (Application Ref: S/2006/1151), Alaska House, which is occupied by Capita. Site K has been developed to provide a

- 
- 3-storey office building (Application Ref: S/2006/0266), Atlantic House, which was previously occupied by One Vision Housing but is now vacant. The remaining office building on site, Caspian House, was originally occupied by Rolls Royce but has been refurbished and has recently been occupied by a call centre occupier. The central portion of which comprises of the now dated former Rolls Royce factory (known as Big Foot); with one other industrial building having previously been demolished.
- 4.16 In October 2018 planning permission was granted on 'Plot 8' for the erection of a warehouse unit for B8 uses, with an ancillary office and multi storey car park, however no conditions have been discharged and this permission has not been implemented, meaning it has now lapsed.
- 4.17 Prior approval granted was granted in July 2022 for the demolition of Former Rolls Royce factory (BigFoot), Atlantic House and Caspian House to create a development site. In October 2022 a planning application was submitted by Royal London for the erection of two industrial warehouses (E(g)(iii), B2 and/or B8) which are 4,994 sq.m and 3,995 sq.m (total GIA) in size, on the northern part of the site (DC/2022/02039). This is currently under consideration with the Economic Benefits Assessment submitted with the application estimating that it could support at least 115 direct FTE jobs.
- 4.18 Alaska House on the corner plot fronting Dunnings Bridge Road is to be retained. We understand that this is to be partly occupied by Santander on a 10-year lease.
- 4.19 IcenI understands from engagement that the central southern part of the site is intended to provide for further industrial development and has the potential to accommodate c. 60,000 sq.m of industrial space plus ancillary office, including the potential to accommodate big box industrial requirements (9,720 sqm +). It is envisaged that this will progress in due course following the demolition of the BigFoot unit and in line with market conditions/ requirements. A weakening of market conditions could however impact on viability and delay implementation given the costs associated with demolition of the BigFoot (as above) unit.
- 4.20 IcenI note that an EIA Scoping Opinion was sought in November 2022 (Dc/2022/02192) for this wider development of the site, detailing a proposed scheme for up to 75,000 sq.m of employment floorspace on the site, which was envisaged to be delivered over the period to 2032.
- 4.21 There is thus clear evidence of developer interest in bringing forward industrial-led development on this site, which was affirmed through the engagement undertaken as part of this Study with Royal London and its agents (Turley). It is positive that despite some weakening of market circumstances since mid-2022, Royal London is progressing with bringing forward planning applications for development. This site can thus be expected to contribute to delivery of employment development in the Borough in the short- and medium-term.

Figure 4.3 – Atlantic Park

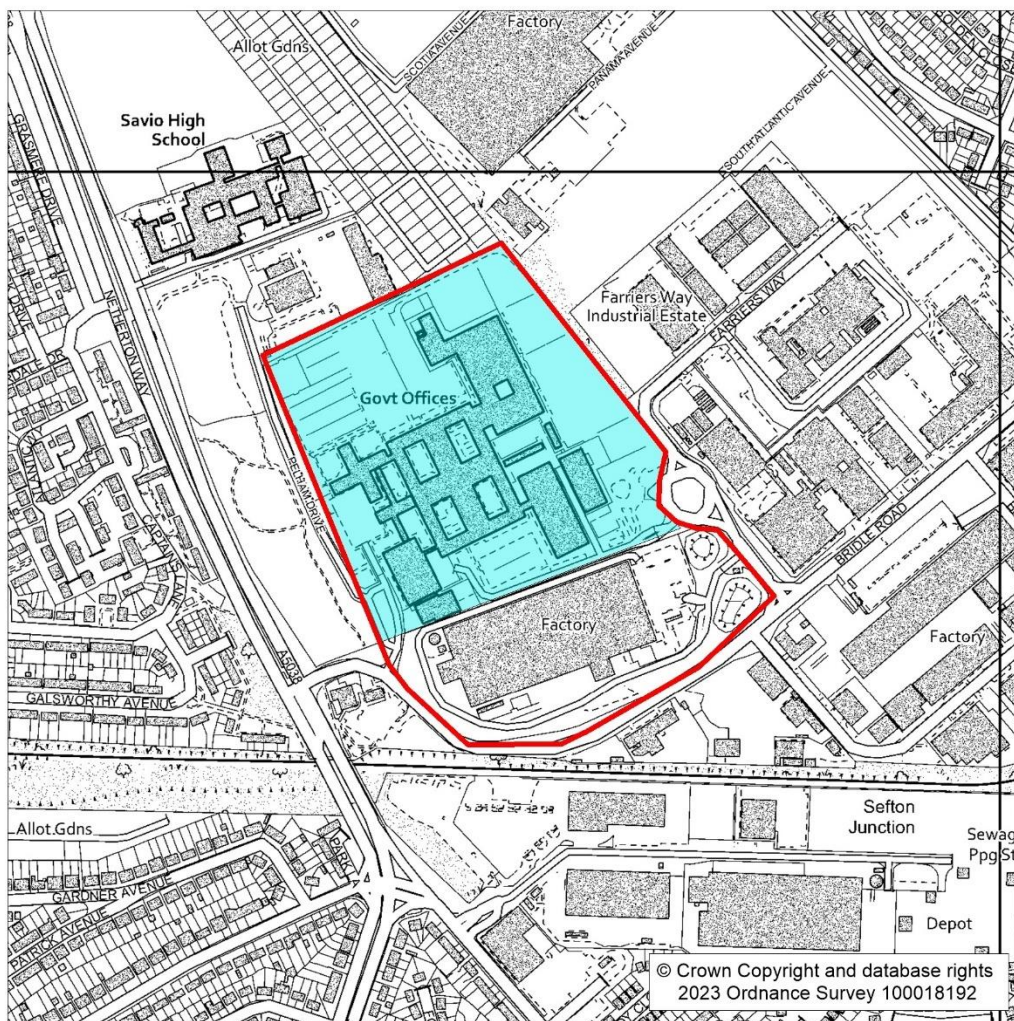


- 4.22 To the north of this site is Dunning's Bridge Road (A5036), beyond which is Bootle Golf Course. To the east is a residential area. To the south is the Vestey Business Park, on the south side of Bridle Road, which is a designated existing employment area in the Local Plan. To the west is an area of allotments and the Senate Business Park.
- 4.23 There is a single access to the site from Dunning's Bridge Road via a traffic-controlled junction, with access to Bridle Road being for pedestrians only. The site is at an accessible location with the A5036 providing access to the Port and the M58. It is an attractive location for industrial businesses. Buses run along the main road with Aintree Rail Station being at a distance of 1.1 miles. Access is adequate for the form of development proposed.
- 4.24 **Recommendation – the site remains a key strategic employment site for the Borough with the potential to accommodate development in the short-term, and should be retained for E(g), B2 and B8 uses. Development for industrial uses is most likely given the site's location and accessibility and market characteristics.**

### Senate Business Park (MN2.48b)

4.25 The Senate Business Park was, until recently, predominantly occupied by Santander. It comprises a sprawling office complex with a 10-storey tower and a series of 3-4-storey offices blocks, with associated parking and some small areas of amenity space. The site is 8.92 ha in size. To the north of the Business Park is an Army Reserve Centre and Savio Salesian College. To the east is Atlantic Park and Vesty Business Park. Bridle Road lies to the south. To the west is an area of public open space, followed by Netherton Way (A5038) and a residential area. The site is accessed from Netherton Way, via Bridle Road.

Figure 4.4 – Senate Business Park



4.26 The existing buildings on-site are now dated, with a number dating back to the 1960s. Santander has vacated the site, having reviewed their property requirements as working patterns have changed post the Covid-19 pandemic, and therefore the site principally comprises a large vacant brownfield site which is available for development. It is well located, with both access to workforce from Sefton and across the wider City Region, and strong access to the strategic road network and the Port via the A5036 Dunnings Bridge Road. To the south is a large warehouse building occupied by a distributor (Domino UK).

- 
- 4.27 Icení's engagement with the landowner's agent, Colliers, in 2022 indicates that Santander has reviewed its strategy for the site and does not intend to implement the 2019 consent for a new office campus. Its agents advised that the site in particular provides potential for industrial/ warehousing development with a particular opportunity for B8 development given the site' location and scale. Following initial pre-app engagement with Sefton MBC, Colliers begun marketing the site in late 2022 targeting B8 development with the intention of identifying a preferred bidder in Spring 2023. Initial capacity studies undertaken by Colliers indicate the potential for between 300,00 – 420,000 sq. ft of employment floorspace could be delivered, albeit this would be influenced by detailed testing as part of any future planning application. The Council will need to engage as appropriate with any new landowner.
- 4.28 Icení consider that the site provides an opportunity for redevelopment for employment uses to deliver high quality modern commercial floorspace. With regard to market demand and changing working patterns, it is not likely that a new corporate office occupier will be found; and we consider that the redevelopment of the site for industrial uses is more likely. It could potentially accommodate between 28,000 – 37,000 sq.m of employment floorspace. The design of a scheme will need to consider access arrangements and ensure that development does not negatively impact on adjoining uses, including the school.
- 4.29 **Recommendation – the site remains a key strategic employment site for the Borough with the potential to accommodate development in the short-term, and should be retained for E(g), B2 and B8 uses. Development for industrial uses is most likely given the site's location and accessibility and market characteristics. In due course, a new Local Plan or the Bootle AAP should include a site-specific policy to provide a clear policy framework to support employment redevelopment.**

**Former Peerless Refinery Site (MN2.48c)**

- 4.30 The Former Peerless Refinery Site is located further north-east along Dunnings Bridge Road, at the junction with Heysham Road.
- 4.31 In 2016 Planning Permission was granted for the erection of 6 warehouse units in flexible use classes, a petrol filling station with associated retail shop, a drive thru' coffee shop, and associated infrastructure and landscaping<sup>2</sup>. A further planning application for the erection of 12 commercial units (B1c, B2 and B8) across three blocks was approved in December 2020. This development is now substantially complete and occupied. Due to its proximity to the Heysham Industrial Estate it has

---

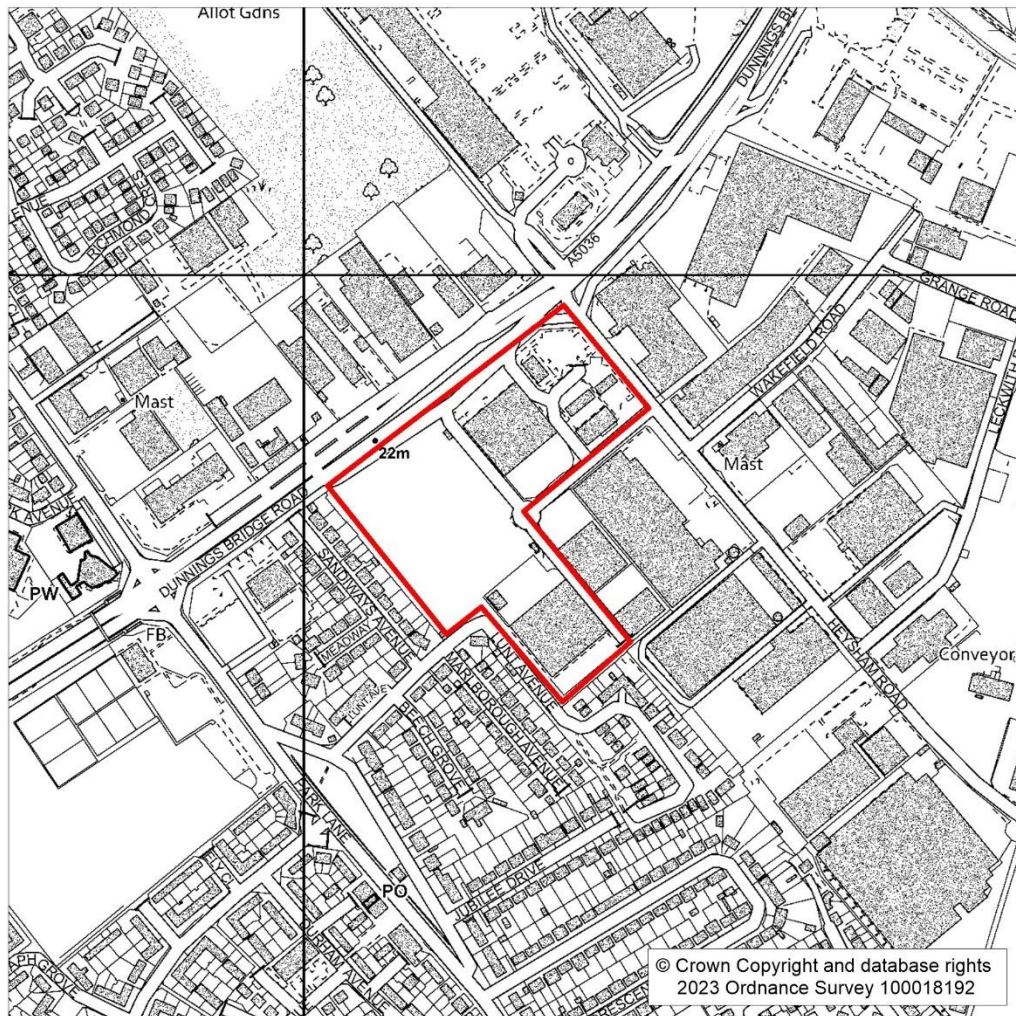
<sup>2</sup> Application Ref: DC/2016/02454



now, in effect, become part of that designated employment site (the Heysham Industrial Estate is discussed in more detail later in this report).

- 4.32 The site provides modern high quality industrial development and associated amenities. It is well located with good strategic road and public transport accessibility. There is currently no evident further development potential.

**Figure 4.5 - Former Peerless Refinery Site**



- 4.33 Recommendation – In due course as part of a new Local Plan, the Former Peerless Refinery should be included within the Heysham Industrial Estate employment designation. It should be protected in policy for E(g), B2 and B8 uses, and other small scale/ ancillary uses which support its business park function consistent with the current policy position.**

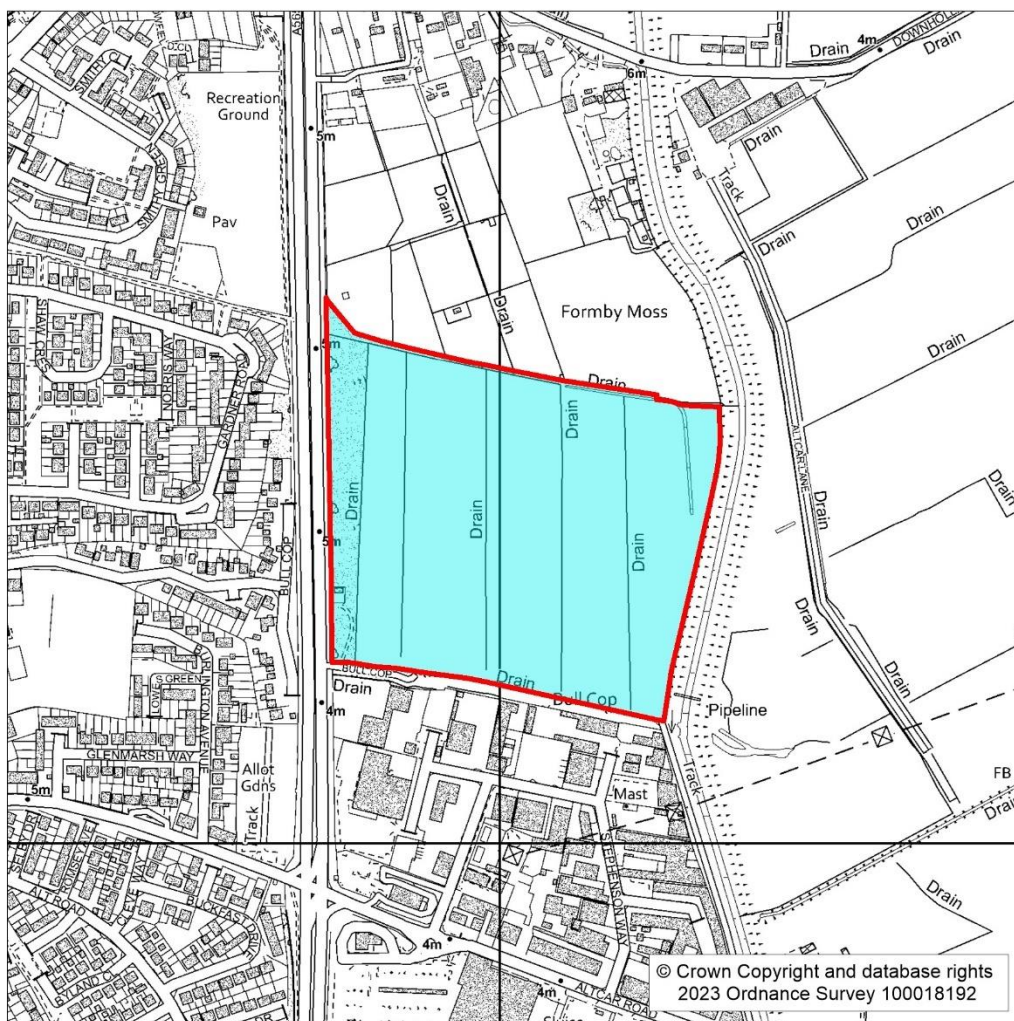
---

## Land to the North of Formby Industrial Estate (MN2.49 & MN4)

---

4.34 The Land to the North of Formby Industrial Estate is located to the east of Formby on the eastern side of the A565. The Site currently consists of open fields which are in a single ownership and comprises approximately 12.61ha, albeit the net area allowing for flood risk issues on the eastern third of the site reduces the effective development area to 8ha (see para 4.40 below). It was removed from the Green Belt by the 2017 Local Plan. As the name suggests, the Site is adjacent to the Formby Industrial Estate, a designated employment site (further information on Formby Industrial Estate is provided later in this report).

Figure 4.6 – Land North of Formby Industrial Estate



4.35 The Site is subject to Local Plan Policy MN4, which states the site will be developed for Office and Light Industrial, General Industrial, and Storage and Distribution uses. Subject to a full financial appraisal, the development of limited other uses on part of the site may be acceptable where they are necessary to cross subsidise the delivery of the primary uses.

- 
- 4.36 To the north are further open fields used for horse grazing. To the east is the Downholland Brook, beyond which are agricultural fields. To the south is the Formby Industrial Estate. To the west is the A565, beyond which are residential areas on the outskirts of Formby. As such, the Site is in an urban fringe location but is in many ways detached from the settlement of Formby due to the A565 acting as a physical barrier between the Industrial Estate and the settlement.
- 4.37 Policy MN4 requires the Site to be accessed by means of a dedicated signal-controlled junction off the A565. A new junction will thus need to be delivered to facilitate development of the site.
- 4.38 There are currently no bus stops in proximity of the Site, and it is approximately a 1.3-mile (27-minute) walk to Formby Train Station. As a result, it will be dependent on visitors and employees accessing the Site via private vehicles. However, whilst public transport accessibility is weaker than at other locations, the site is of strategic significance in providing for business growth in the north of the Borough.
- 4.39 The site adjoins a successful existing employment site and provides the potential to support future business expansion. We would expect occupier demand to be focused on smaller units, with the site providing the opportunity to support the expansion of local businesses including industrial and trade counter units.
- 4.40 Informed by engagement with the Council and the landowner's agent, we understand that there are issues with ground conditions at the site, relating to sub-surface soil quality and a high-water table, which result in a need for engineering works (similar to piling) to create development platforms and support development. These make the site's development notably more expensive. In addition, most of the site falls within Flood Zones 2 and 3, and c. 4ha of land is required for flood management and investment to divert watercourses on site in order to support development. These represent abnormal costs which impacts on the viability of development. It means that B-class development alone is unlikely to be viable without public funding support or cross-subsidy from other uses. These issues have inhibited the delivery of the site to date.
- 4.41 The policy framework for the site set out in Local Plan Policy MN4 provides some flexibility which envisages that subject to a full financial appraisal, the development of a limited number of other [non-employment] uses on part of the site may be acceptable where they are necessary to cross-subsidise the delivery of office and light industrial, general industrial and storage and distribution uses. The policy expectation is that the volume of ancillary floorspace is more limited than that for E(g)/ B class uses.
- 4.42 Given existing values and the abnormal costs associated with development, grant funding opportunities should be explored. If grant funding support (or sufficient funding) is not available, the Council may need to consider the flexibility to enable a proportion of development to come forward

---

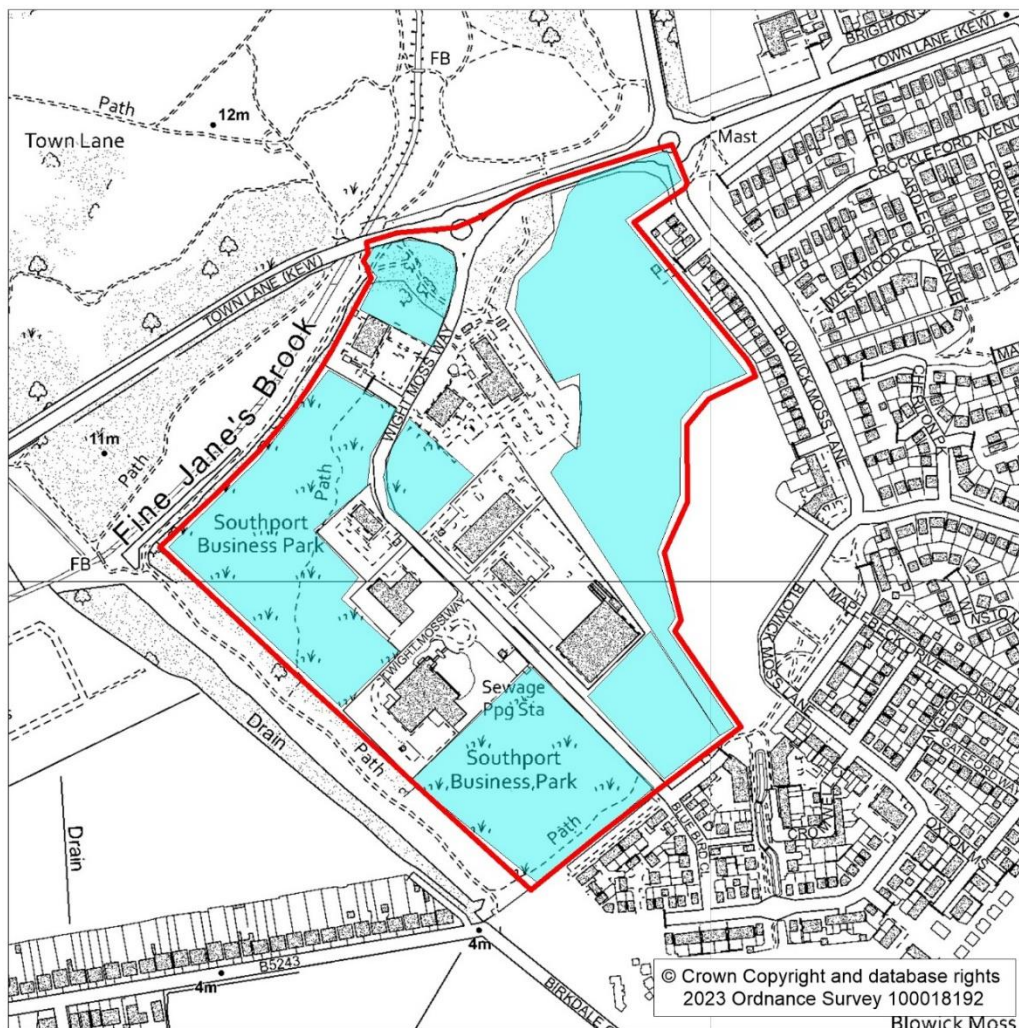
for other uses is appropriate. This is most likely to be retail or hotel development given the location and market characteristics, although such uses would need to satisfy appropriate planning tests. For retail floorspace and other town centre uses (as appropriate) it would be necessary to demonstrate that sequentially preferable sites are not available within the settlement (in line with NPPF Para 87) and that any retail floorspace proposed it would not negatively impact on town centre vitality and viability and the delivery of existing commitments (in line with NPPF Para 90).

- 4.43 Any planning application (or pre-application engagement seeking to engage with the mix of uses) should also demonstrate that the proportion of development proposed for other uses is the absolute minimum necessary, justified, and necessary to make the development viable (based on up-to-date open book viability appraisals and clear evidence on abnormal development costs).
- 4.44 Given that the justification for release of the site from the Green Belt was to support the delivery of B-class employment development, we would expect this to comprise the majority of the floorspace proposed. It would also be appropriate for the Council to consider planning conditions requiring the delivery of employment development alongside (and in tandem with) any enabling development with a view to ensure that the employment development is brought forward.
- 4.45 At the time of preparing this report various potential development partners have been mentioned by the landowner's agent, although none have been confirmed. The potential for a planning application for a phased development of the site to come forward during the subsequent year has been mooted; however, with weakening market sentiment I can consider that timeframes for development could be extended.
- 4.46 **Recommendation – The site is well located for employment uses, particularly general industrial and storage and distribution, as it is detached from the settlement and residential dwellings. It is an important site in strategic terms in supporting the growth of SME businesses in the North of the Borough. The existing employment allocation should be retained, but the developer/promoter may need to either consider the potential for public funding sources to contribute to addressing abnormal development costs and/or the Council consider supporting an element of higher value uses to cross-subsidise employment development on site (informed by detailed and verifiable viability evidence) if it wants to see development brought forward in the short/medium-term. Non-employment floorspace should be limited to the minimum necessary to cross-subsidise the commercial employment development, with clear provision made through conditions/ S106 agreement (as appropriate) to ensure phased delivery of employment development alongside other uses.**

## Southport Business Park (MN2.50)

- 4.47 Southport Business Park is located to the south-east of Southport on the south side of Town Lane Kew, approximately 2 miles from Southport Town Centre. The majority site is owned by Sefton Council, with the Northeast Quadrant (shown in orange on the plan below and c. 4 ha in size) controlled by Wilson Bowden Developments. The site overall covers approximately 19ha, including that part developed to date. It is a former shallow landfill site.
- 4.48 The site is allocated under site reference MN2.50 for new office and light industrial uses within the Local Plan (i.e., E(g) uses). However, other uses are also permitted, including main car dealerships, gymnasias, veterinary, or healthcare uses in the Northeast Quadrant of the site fronting onto Town Lane (Kew); or other uses where they are small scale and intended primarily to serve other businesses operating on the Business Park.

Figure 4.7 – Southport Business Park Site.



- 4.49 Development of the site commenced in the late 1990s. Several sites within the Business Park have been developed. Occupiers include electronics manufacturers, a Post Office Distribution Centre, a

- 
- legal practice, a property services group, a wealth management company, an insurance company, a security services provider, and a telecommunications provider, across nine buildings. The current buildings were mostly constructed in the 2000s.
- 4.50 The site is one of the few locations in the Borough which provides a landscaped 'business park' environment. It is the current focus of commercial office provision in the Southport area and important in these terms in supporting the provision of good quality jobs in the north of the Borough.
- 4.51 However, at the current time the site remains partially built out: whilst site infrastructure has been delivered there remain a number of vacant plots (totalling 6 ha) together with land at the NE Quadrant (4 ha). The site currently principally accommodates office uses, together with the Post Office Distribution Centre (*sui generis*).
- 4.52 To the north of the site is Kew Woods, an area of public woodlands and open space. To the east and south are residential areas. To the west are allotments and open fields, beyond which is a garden centre and further open fields.
- 4.53 Access to the site is off Town Lane Kew. Wight Moss Way forms the main internal access road through the site, off which the plots are accessed; and infrastructure is in place to provide serviced plots for development. There are bus stops directly adjacent to the Business Park on Town Lane Kew providing regular services into Southport, and towards Formby and Ormskirk. The site is approximately 1.1-miles (3-minute drive) from the junction with the A570 (Southport Road).
- 4.54 Despite the site's location, accessibility, and the limited provision of alternative sites in Southport, essentially no development has taken place on site since the 2009 which was when the last unit was built. Given prevailing values for office floorspace (with asking rents of £12.50 - £13.50 psf), office development is not commercially viable without gap funding support which has not been available in recent years. These viability issues persistent and (together with wider market conditions) limit the potential scope for new-build office development in the short/medium-term. Influenced by changing working patterns a number of occupiers have reduced their floorspace or relocated and the vacancy rate on site has risen and at the current time is c. 2000 sq.m. Without grant funding, office development seems only likely where businesses are willing to pay a premium on prevailing rents and/or build for freehold occupation.
- 4.55 There are further factors impacting on viability. The site was formerly a shallow landfill site (c 2 metres depth overlaying natural ground, which itself has poor loadbearing characteristics). As a result, there are challenging ground conditions which can increase construction costs for new units with piled foundations of up to 30m needed for all built development.

- 
- 4.56 Southport is not an established office market and has a limited pool of existing occupiers (particularly those requiring a significant quantum of space and a convent strength sufficient to justify new-build development) and current market dynamics are such that we would expect vacancy within existing buildings to rise in the short-term. The prospect of new-build office development on this site in the short/ medium-term is therefore considered weak.
- 4.57 The Northeast Quadrant of the site (c. 4 ha) was expected to be brought forwards by Wilson Bowden Developments. However, no development has taken place and there appears to have been very limited active marketing of this area for employment development.
- 4.58 We understand that market interest from the site has focused on E(g) and B2 uses, principally from businesses in Southport and the surrounding area which are looking to expand or for new premises. This includes interest in light industrial units of 10,000 – 15,000 sq. ft in particular, with ancillary B8. In addition, the current policy (Site MN2.50) provides flexibility for other uses including car dealerships, gymnasia, veterinary or healthcare uses in the Northeast Quadrant; as well as small scale ancillary uses.
- 4.59 Having regard to market demand and viability challenges, the Council should consider broadening the range of uses which it supports, including supporting high quality industrial development (E(g), B2 and B8 uses), with high spec development meeting modern business requirements which doesn't generate significant HGV and therefore conflict with the established uses of the Business Park. The site could also be attractive for data centres, in particular as there is a good supply of power and strong digital infrastructure (with two transatlantic digital cables nearby).
- 4.60 Given the above average build costs for development at this location, development is likely to require external funding support. Known sources of funding include the commercial cross-subsidy payments agreed associated with residential development on land which has been released to the east (and received planning consent in 2012) and the s106 monies facilitated by the development of the Aldi Store at former Birkdale Trading Estate in 2018, but the Council will likely need to consider other sources as well. The Council is likely to need to take a proactive role in bringing forward development on this site, and in addition to investigating potential funding to help subsidise development, Icen consider that it should take a more commercial approach to the marketing of the land including through common real estate portals such as Estates Gazette.
- 4.61 Recommendation – Southport Business Park is a good quality business park and is an important site which provides the potential for development of high quality modern floorspace in the north of the Borough. It should be retained as a strategic employment allocation, including the land in the Northeast Quadrant. However, to support development the Council should support a wider range of uses including E(g), B2 and ancillary B8 uses, and employment-generating sui generis uses. The Council should look to assemble a funding**

---

**pot to help gap fund development, including considering external funding sources. A proactive marketing campaign is recommended to raise interest in the business park (particularly if gap funding can be secured) lands.**



---

## 5. EMPLOYMENT ALLOCATIONS

5.1 A further four sites are allocated for new office and light industrial, general industrial, and storage and distribution uses under Local Plan Policy MN2. These consist of:

- Switch Car Site, Wakefield Road, Netherton (4.7ha)
- Land at Farriers Way, Netherton (0.5ha)
- Former Lanstar Site, Hawthorne Road, Bootle (1.0ha)
- Land at Linacre Bridge, Linacre Lane, Bootle (1.0ha)

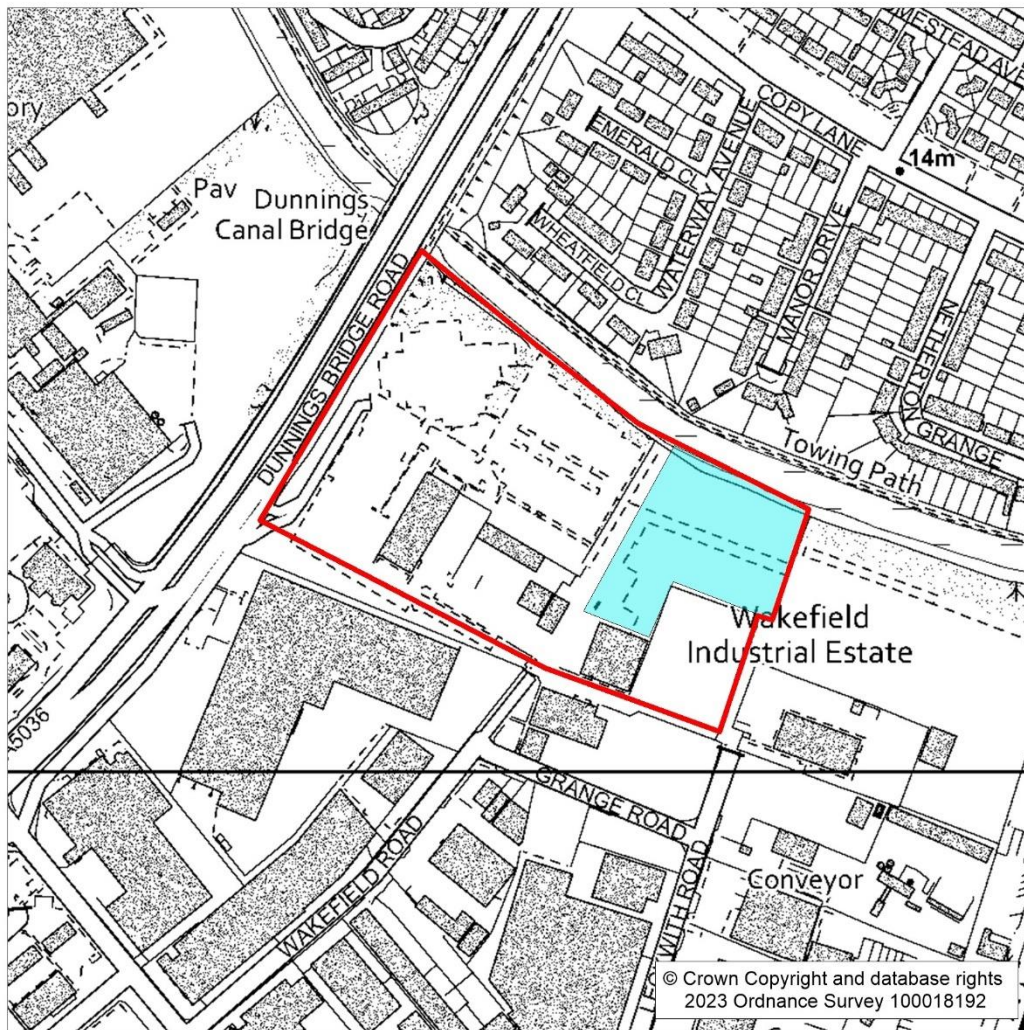
### **Switch Car Site, Wakefield Road, Netherton (MN2.51)**

---

5.2 The Switch Car Site is located at the end of Wakefield Road in Netherton. It comprises approximately 4.7ha. The site is within the Heysham Road Designated Employment Area. It has historically been used for car sales but stood empty for some time. It has however been back in active use, again for car sales (sui generis use), for several years. A portion of the site to the south-east is used by a separate business for open storage. The site is in single ownership.

5.3 Most of the site is hardstanding with some planting and landscaping around the perimeter. Any recent planning history for the site relates to its existing uses / occupants, there are currently no public plans to redevelop the site. It is separated from residential areas and can therefore accommodate a range of industrial activities.

Figure 5.1 – Switch Car Site



- 5.4 The site has a dedicated access off Dunning's Bridge Road but can also be accessed from within the Industrial Estate off Wakefield Road. It is close proximity to the M57 and M58 and the wider strategic road network. Bus stops are available a short walk from the site on Dunning's Bridge Road. The site is approximately a 12-minute (0.6-mile) walk from Old Roan Station, and approximately a 23-minute (1.1-mile) walk to Aintree Station. There are some food and coffee outlets within the local area but limited other local services and facilities.
- 5.5 To the north is the Leeds-Liverpool Canal. To the east are sites in use for open storage. To the south are warehouse buildings in use by a steel manufacturer and distributor. To the west is Dunning's Bridge Road, beyond which are further employment uses.
- 5.6 The site is well located for employment uses due to its connections with the strategic road network and its slight separation from residential dwellings due to the canal. The site could be suitable for light industrial, industrial, storage or distribution, or other employment generating sui generis uses, as per the existing use.

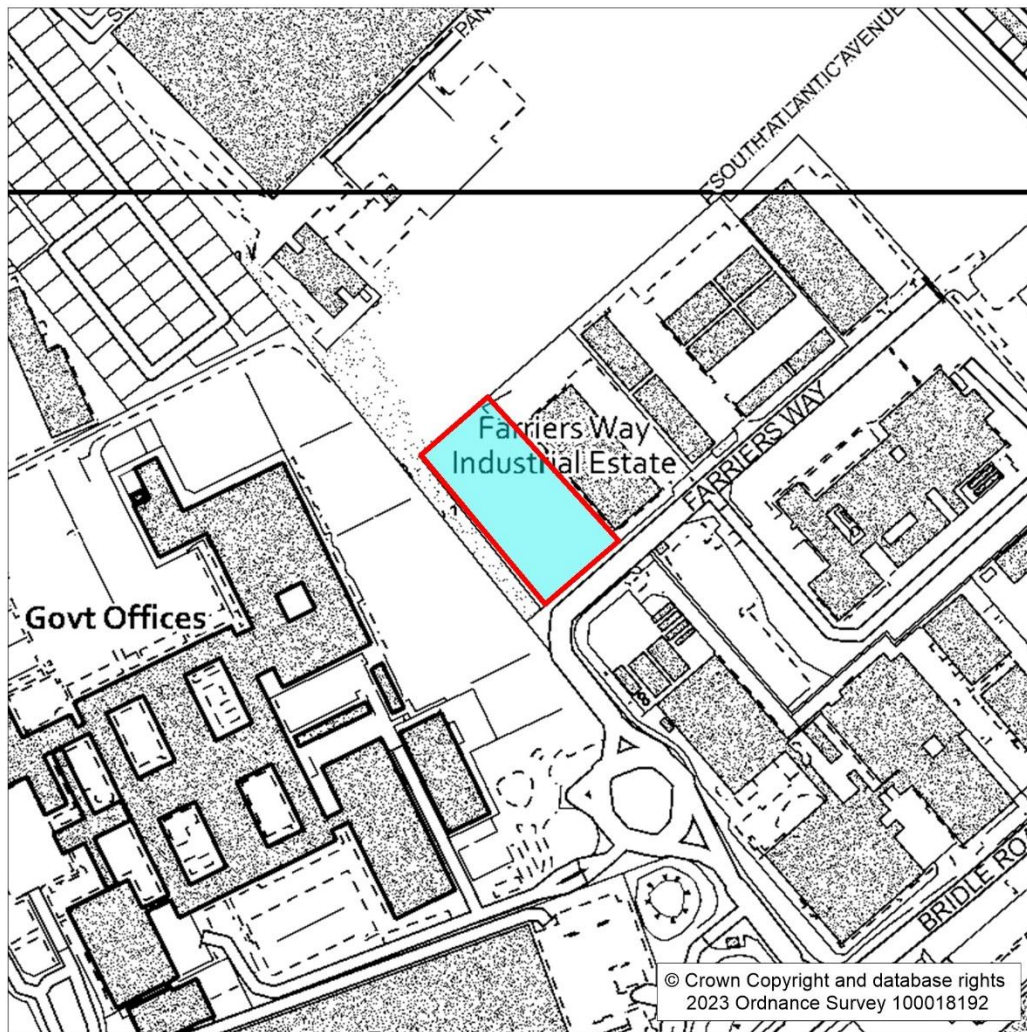
- 
- 5.7 Recommendation – The site is in active use but offers potential for intensification. It falls within the Heysham Road Designated Existing Employment Area under Local Plan Policy ED3, which requires the same uses within the site’s allocation under Local Plan Policy MN2 (E(g), B2 and B8). Therefore, it is not considered necessary for the allocation to remain in place; but the site should continue to be protected, and promoted, as per Local Plan Policy ED3. E(g), B2, B8 and employment-generating sui generis uses are considered appropriate.**

**Land at Farriers Way, Netherton (MN2.52)**

---

- 5.8 The Land at Farriers Way site is on the north-west side of Farriers Way. It is located with the Bridle Road / Atlantic Park designated existing employment area. The site comprises approximately 0.5ha of grassland. The site is owned by Sefton Council but under lease to the same party as the majority of the southern part of the Bridge Road / Atlantic Park employment designation (Sunflower Industrial Property). There is no recent planning history for the site.
- 5.9 There is no existing direct access to the site. It is anticipated that any new access to the site would be off Farriers Way. The site is a short walk from bus stops on Bridle Road providing regular services to Netherton and towards Liverpool, as well as bus stops on Netherton Way providing additional services towards Bootle. Aintree Station is approximately an 18-minute (0.9-mile) walk from the site. There are minimal local services and facilities in proximity of the site.
- 5.10 To the north of the site is the Atlantic Park Business Park. To the east are engineering companies and other light industrial units. To the south is the former HSBC Datacentre site. To the west is the former Santander campus, which is now vacant.

Figure 5.2 – Land at Farriers Way Site



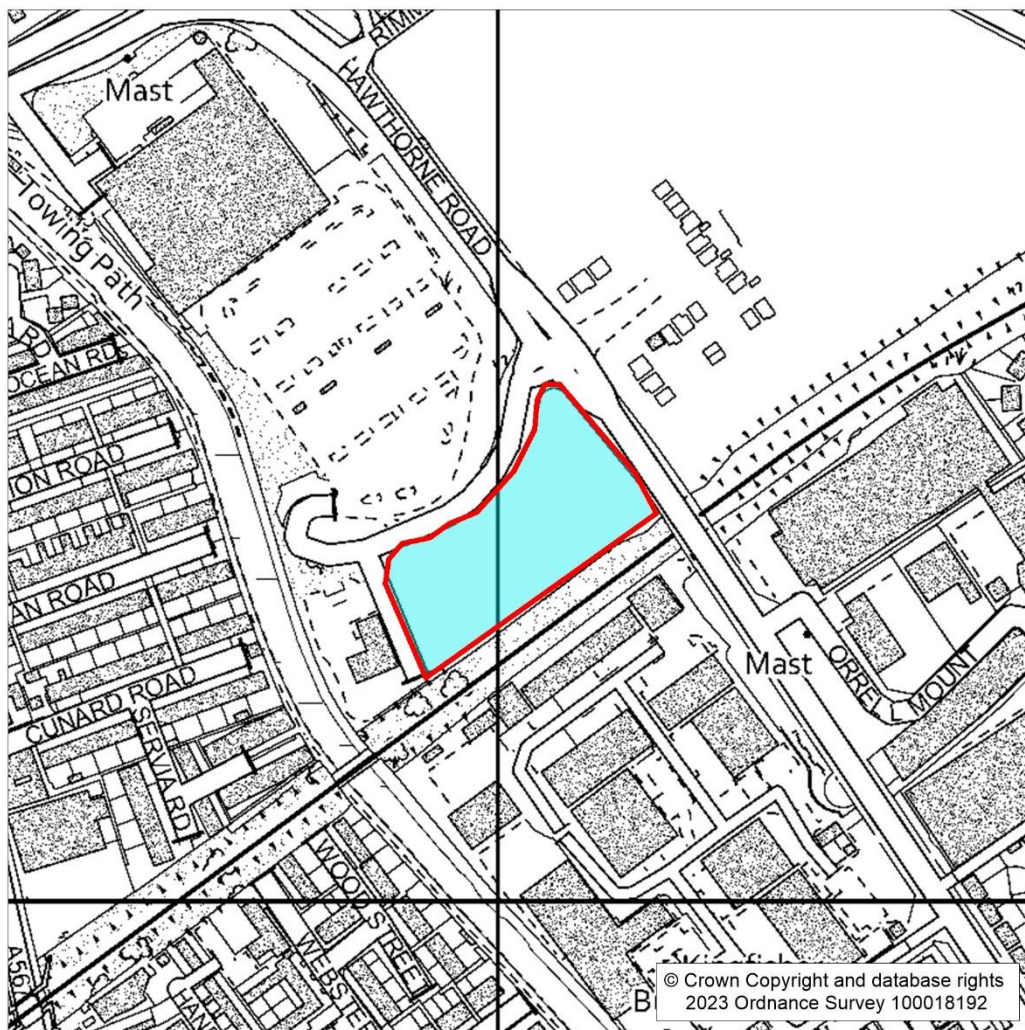
- 5.11 The site is a relatively small allocation which could accommodate small to medium size units. It falls essentially within a larger employment area. However, there are a number of vacant units within the neighbouring industrial estate pointing to currently a low demand for small to medium sized units in this location.
- 5.12 The wider employment area is however an important and strategically well-located employment location with significant development potential. Market demand is likely to be strongest for light industrial, manufacturing or trade counter uses.
- 5.13 The former HSBC Datacentre site directly south of this site has received planning permission for the erection of a three-storey light industrial unit, following some demolition of and alterations to the existing buildings.
- 5.14 **Recommendation – despite long term efforts to bring the site forward, it remains vacant and available for development. The wider existing employment area is however well located and**

of strategic significance, and the site is in an attractive location for employment development. The Council should retain and protect the site for E(g), B2 and B8 uses. Additional encouragement should also be given to the leaseholder to market the land and bring it forward for development.

#### Former Lanstar Site, Hawthorne Road, Bootle (MN2.53)

- 5.15 The Former Lanstar site is located to the north of the Kingfisher / Orrell Road designated employment area, adjacent to the Tesco Superstore. The permitted application for the Tesco Superstore also included a set of small-scale light industrial units within the Former Lanstar Site, on a plot of around 1.0 ha.
- 5.16 This plot has been advertised for sale on a number of occasions, including most recently in December 2020. It remains in Tesco's ownership and remains vacant.

Figure 5.3 – Former Lanstar Site



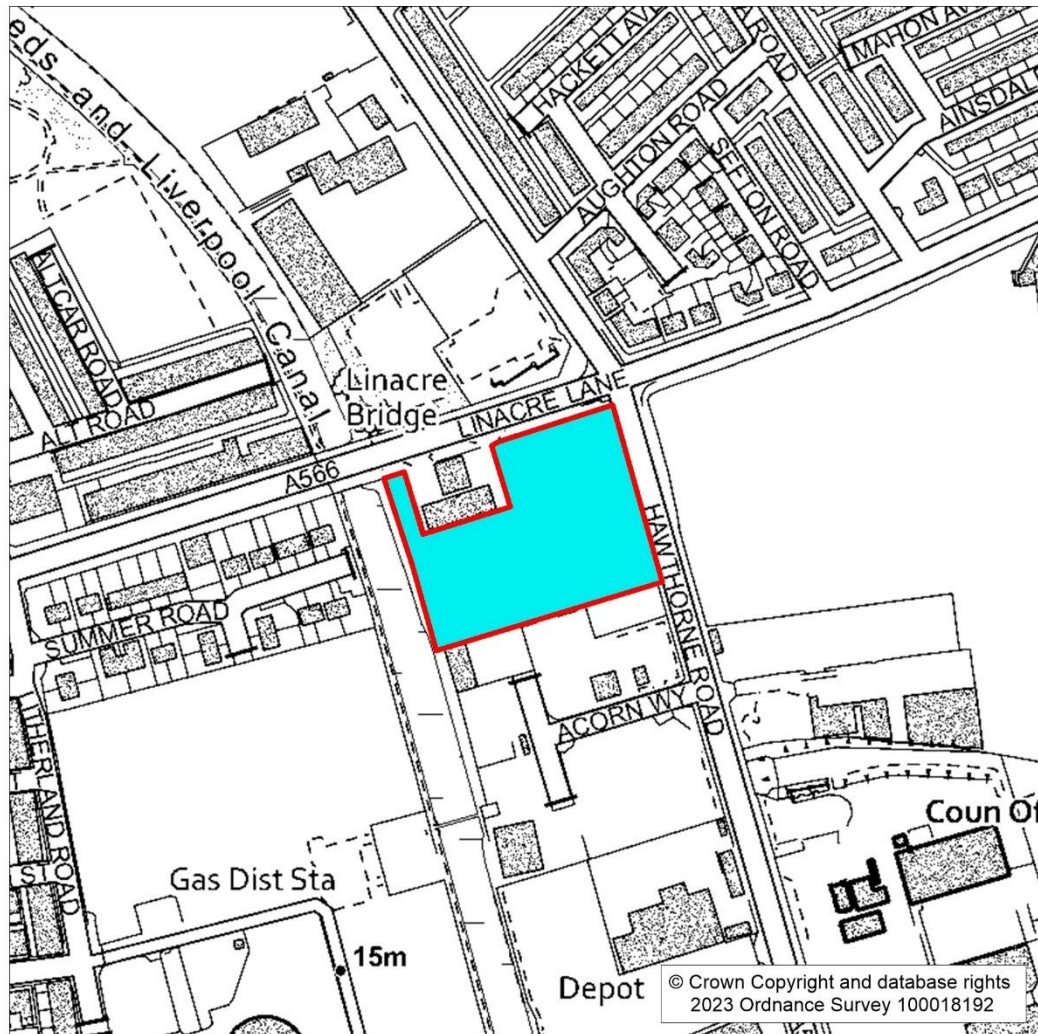
- 
- 5.17 The site is unkempt and overgrown. It slopes from east to west and would require preparation works to create level areas for development. There are some trees around the perimeter and placed sporadically within the site.
- 5.18 The primary access of Hawthorne Road is established and suitable including for HGVs. Access into the site itself would be off the internal access road to the Petrol Station. The consented Tesco scheme showed an internal access road running along the southern boundary of the site adjacent to the rail lines.
- 5.19 To the north of the site is the Tesco Superstore. To the east is a new residential development. Directly to the south are rail lines, beyond which is the Kingfisher industrial estate. To the west is the Tesco Petrol Station, beyond which is the canal and a residential area.
- 5.20 The consent for the foodstore required provision of 2,595 sq.m of industrial floorspace and a financial contribution towards employment generation. The site has been marketed on both a freehold and leasehold basis for employment development. It is close to (and essentially adjoins) the Kingfisher Business Park and Orrell Mount employment sites which are generally successful and well occupied; and generally, provides the potential for business expansion to serve local employment land needs. It is a location which is set away from potential conflicting uses and would be attractive for industrial uses.
- 5.21 Recommendation – this vacant site offers potential for employment development (Use Classes E(g), B2 and B8) to serve the local area where there is a significant economic regeneration need. As part of the planning consent for the adjacent foodstore, the site is subject to a requirement to build out the industrial floorspace by Tesco and the Council is justified in expecting employment development to be brought forward. The Council should retain and protect the site for E(g), B2 and B8 uses and work with the site owner and its agent to bring forward employment development on the site.**

#### **Land at Linacre Bridge, Linacre Lane, Bootle (MN2.54)**

---

- 5.22 'Land at Linacre Bridge' is located on the south-side of Linacre Lane at its junction with Hawthorne Road. The site sits at the northern tip of the Hawthorne Road / Acorn Way Designated Employment Area within the Local Plan.
- 5.23 The site consists of approximately 0.92ha of hardstanding with some trees/ vegetation along the Canal frontage. The western portion of the site is in use as open storage whereas the eastern portion consists of a hand car wash and to the north-east corner is a café, along with associated parking for both. The two plots are under separate ownership.

Figure 5.4 – Land at Linacre Bridge Site



- 5.24 Permission was granted in April 2020 for the siting of battery energy storage units across the western half of the site<sup>3</sup>. According to Sefton Council’s Planning Portal, no conditions of this application have been discharged and construction does not appear to have started on site. No further planning permissions have been granted for the redevelopment of the remainder of the site.
- 5.25 The site is a fairly unkempt, and poor, condition and the existing buildings are of a low-quality construction and appearance. Existing uses are low value or temporary.
- 5.26 Access to the site is currently provided off Hawthorne Road via a couple of access points. However, the consented battery storage unit scheme included an access from Linacre Lane.

<sup>3</sup> Application Ref: DC/2020/00085

- 
- 5.27 To the east of the site is Hawthorne Road, beyond which is a large site allocated for residential use. To the south are industrial units within the Hawthorne Road / Acorn Way employment area. To the west is the Leeds-Liverpool Canal beyond which are residential units and a vacant plot adjacent to the water treatment works. To the north is Linacre Lane, beyond which is a bus depot and residential dwellings.
- 5.28 **Recommendation – Overall this is generally a poorer quality site. It is in an established employment area which is an accessible location adjacent to the A556. Planning permission has been granted to bring approximately half the site into viable use, however, this use forms an item of infrastructure and would generate little if any new jobs. The remaining area is modest in size (c. 0.6 ha) but could accommodate limited light industrial development or open storage. It plays a role currently in accommodating lower value uses and should be retained. E(g), B2 and B8 and employment-generating sui generis uses would be appropriate. If the battery storage consent is delivered, the site allocation should be adjusted to relate to the remaining land. Alternatively, the Council may consider alternative uses for this site, more appropriate to a residential setting, if it develops plans for the regeneration of the wider Hawthorne Road corridor.**



---

## 6. EXISTING EMPLOYMENT AREAS

- 6.1 The remaining employment land within Sefton Borough consists of existing employment sites which have established organically over time in response to market demands. These sites are protected for employment uses under Policy ED3 of the Local Plan. Alternative uses may be permitted on these sites should they be small scale or ancillary to employment uses; the land shown to be in surplus to demand; or the loss of employment land would be outweighed by a significant community benefit.

**Table 6.1 Designated Existing Employment Areas**

Existing Employment Areas
Aintree Racecourse Business Park
Altcar Training Camp
Bootle Office Quarter
Canal Street / Berry Street
Crossens Way
Crowland Street, Southport
Fernhill Road West
Formby Industrial Estate
Hawthorne Road / Acorn Way
Heysham Road
Kingfisher / Orrell Mount
Land between Derby Road and Regent Road
Land east of Park Lane
Land east of Switch Island Retail Park
Maritime Enterprise Park
Parrs Corner, Bootle
Sefton Lane
Slaidburn Crescent

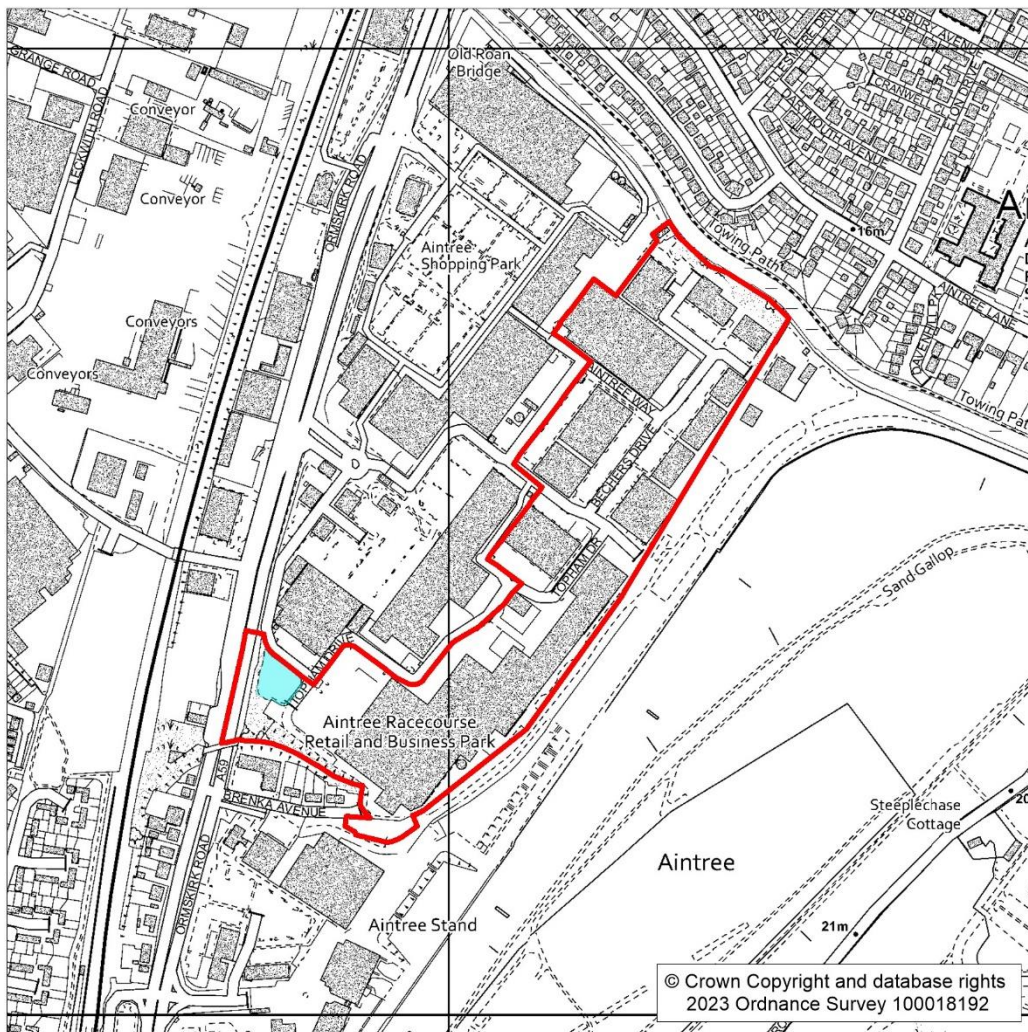
---

## Aintree Racecourse Business Park

---

- 6.2 The Aintree Racecourse Business Park is located on the east side of Ormskirk Road and is adjacent to the Aintree Racecourse. The Business Park is well established and is designated within the Local Plan for employment uses.
- 6.3 There are a range of occupiers and uses within the park, primarily consisting of trade counter units but with some industrial or manufacturing buildings. Occupiers include plumbing suppliers, distributors, a cash and carry, tools sellers, and an indoor children's playground. There are a number of trade counter businesses on the site.
- 6.4 To the north of the site is a canal, beyond which is a residential area. To the east and south is Aintree Racecourse. To the west is the Aintree Racecourse Retail Park; and the access to the site is through the retail park.

**Figure 6.1 – Aintree Racecourse Business Park Site**



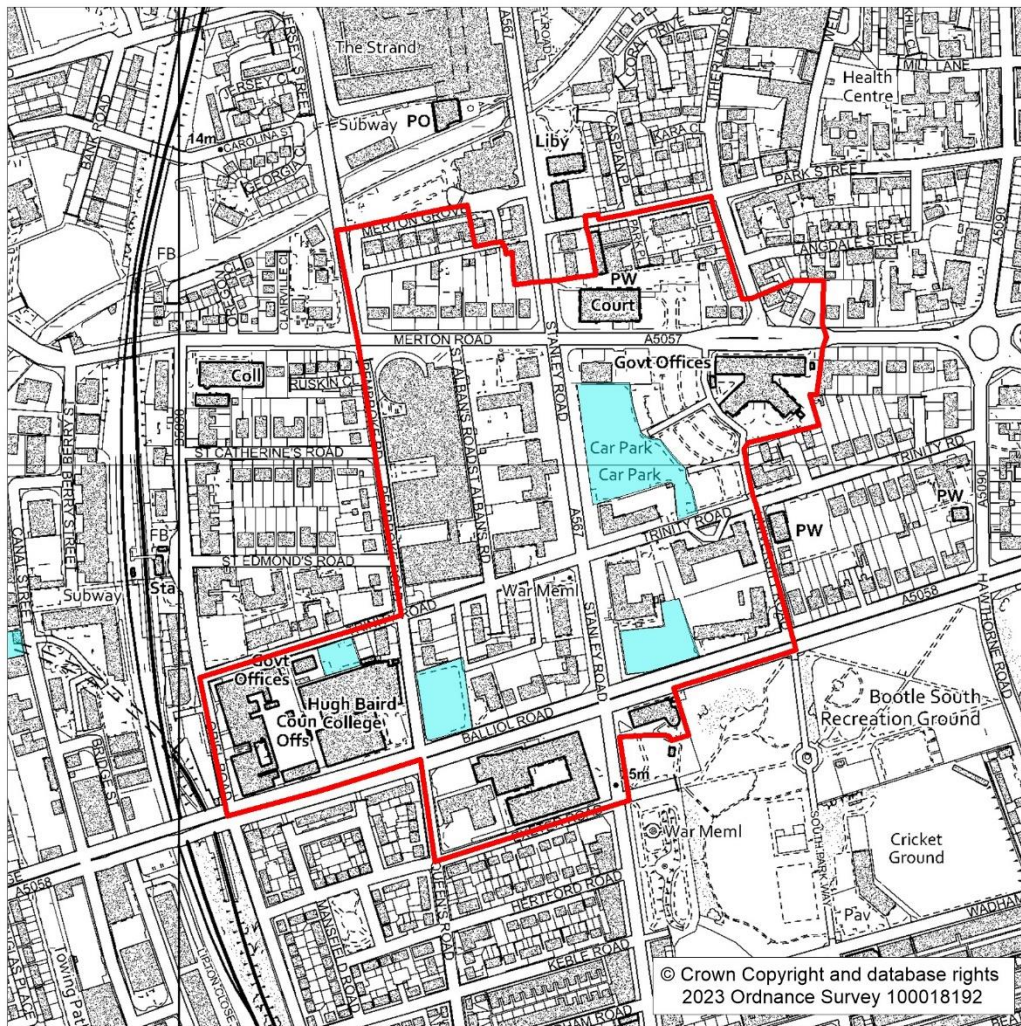
- 
- 6.5 The site comprises generally good quality employment space and is generally well occupied. At the time of the site assessments, a small number of units within the park are being advertised for let totalling approximately 150sqm. The quality of the buildings and overall environment is good. There is plenty of vehicle parking and circulation space for HGVs. The adjoining retail park provides access to a local shops and amenities.
- 6.6 Access to the site is provided directly from Ormskirk Road, providing straightforward links to the strategic road network. The access is purposely designed for HGVs and the internal road network appears well suited to HGVs. There are bus stops on Ormskirk Road with regular services available towards Skelmersdale, Waddicar, Southport, and towards Liverpool City Centre.
- 6.7 **Recommendation: This site is of a good quality, is well occupied and provides a variety of units for different businesses. It should retain its status and policy protection as an existing employment area for E(g), b2 and B8 uses. This will aid in retaining a distinct separation between the employment site and the neighbouring retail park and maintaining a supply of good quality employment land.**

#### **Bootle Office Quarter**

---

- 6.8 The 'Bootle Office Quarter' is an area to the east of Bootle Oriel Road Train Station which primarily consists of offices and other tall buildings with a mix of uses including office, education, and residential. It is designated in the Local Plan as an Employment Area. It lies to the south of Bootle Town Centre and is focused on Stanley Road.
- 6.9 The primary roads through the Office Quarter are Merton Road, Balliol Road, Trinity Road – all running approximately east-west – and Stanley Road running north-south. To the south of the Office Quarter is Hugh Baird College and associated buildings. Several buildings are owned and/or occupied by public sector employers, most notably Sefton Borough Council. There are also pockets of residential dwellings within the Office Quarter. To the north, east and west of the Office Quarter are residential areas. To the south is a residential area and South Park.

Figure 6.2 – Bootle Officer Quarter Site



- 6.10 The Office Quarter is the major focus of office space in the Borough. It is dominated by high rise 1960s and 1970s buildings, much of which is now vacant and functionally obsolete, although there is some more recent development. Historically the focus has been on public sector tenants, and the area has been affected by a combination of businesses consolidating and reducing property requirements and relocations of businesses (including into Liverpool City Centre).
- 6.11 Current occupiers, at the time of the assessment, included Department for Work and Pensions, HMRC, DPP Law, Agilisis, Sefton Council, and the Health and Safety Executive (HSE).
- 6.12 The Office Quarter is well served by public transport, being a short walk from Bootle Oriel Road Station and several bus stops along Stanley Road, Balliol Road, and Merton Road being served by regular services to Netherton, Crossens, Great Crosby, Thornton, Liverpool City Centre, Mossley Hill and Aigburth Vale, and occasional services towards Southport. In addition, the Office Quarter is adjacent to South Park, providing a large area of public open space nearby.

- 
- 6.13 The Council is advancing plans for the comprehensive regeneration of Bootle Town Centre which include proposals to attract a broader range of uses with phased repurposing of space (such as within the Strand Shopping Centre which the Council has acquired), opening up the Canal frontage; delivering an improved F&B offer; and delivery of a stronger role as an educational/ commercial hub (in part through relocation of some of the Hugh Baird College facilities at Balliol Road). Improving the quality of the Town Centre will be important in supporting the adjoining Office Quarter. Icenl has engaged with both the Council's Planning, Property and Regeneration Teams in considering plans for this area.
- 6.14 The more modern stock within the Office Quarter is better occupied. This includes:
- St Hughs – a six storey block on the corner of Stanley Road and Trinity Road which provides 42,656 sq. ft of space. This multi-let building was acquired from Bruntwood by Hurstwood Holdings in 2021. Occupiers include Biograd Diagnostics and Crosby Training, as well as a range of broader SME businesses. Published information points to 5,661 sq. ft of space available on the second floor.
  - South Sefton Magistrates Court – built in the 2000s, located on Merton Road. The Magistrates Court falls within a D1 use.
  - St Johns House – a four storey office complex spread over three inter-connected buildings and occupied by HM Revenue and Customs. This comprises 8,067 sq.m floorspace. At the time of writing the building is being marketed for freehold sale.
  - Redgrave Court – located between St Albans Road and Pembroke Road, this comprises a series of three inter-connected buildings which were completed in 2005 as a PFI development together with multi-storey car parking on the southern side. It is occupied by the Health and Safety Executive (HSE) as well as a number of other Government departments.
- 6.15 This better-quality stock has a higher occupancy level and provides good quality accommodation, and planning policies should seek to retain its E(g)(i), or E(g)(ii) office uses.
- 6.16 The area however equally contains a high proportion of older office space, dating from the 1960s and 1970s which does not meet modern standards, much of which is vacant and can be regarded as functionally obsolete. The concentration of vacant space in this area provides the opportunity for planned comprehensive mixed-use redevelopment. Key examples are:

- 
- Merton House – located on Stanley Road, this 10-storey office block was built in the late 1960s. Previously occupied by NHS and Sefton Council, the building currently appears to be vacant. There is a prior approval for conversion of this building to residential.<sup>4</sup>
  - St Martins House – located on Stanley Road, this building dating from the 1960s has a 12-storey core tower with 2 storey wings. The building appears part occupied by the DWP Disability and Careers Service. There is a pub and café at ground floor level. There is prior approval for conversion of this building to residential.<sup>5</sup>
  - Linacre House – this is a 1970s two-storey office block, which is currently vacant, located on Stanley Road. Empire Property have prior approval granted in 2019 for residential conversion to provide 62 1-bed apartments (DC/2019/00890). The building works to convert the property are currently underway.
  - St Peters House and St Anne’s House – a 10 storey block on Balliol Road, with adjoining St Anne’s House. St Peters House appears only partly occupied, whilst St Anne’s House is vacant (as it has been for an extended period of c. 10 years) and is unlikely to be reoccupied.
- 6.17 The Council itself occupies some premises including Magdalen House on Trinity Road, which dates from the 1980s, and the Town Hall on Oriel Road which is Grade II listed. In addition to the above, there are a number of SME professional service firms which are located in converted Victorian properties along Merton Road; with DPP Law occupying a former Church building and adjacent buildings on Stanley Road.
- 6.18 The older and poorer quality stock within this area, dating from prior to 1980, is not commercially attractive for office occupiers. With changes to working patterns, corporate office occupiers are downsizing their office floorspace requirements and seeking better quality floorspace; and it seems possible that further consolidation within the area may further reduce the level of occupied floorspace in the immediate term.
- 6.19 Policies should therefore seek to protect the better-quality office blocks for office use, such as St Hughes, St Johns House, and Redgrave Court; and should support mixed use redevelopment within this area.
- 6.20 The potential scale of change within this area is significant, and it is important that it is comprehensively planned. There is scope for the substantial consolidation of office floorspace within this area and the creation of a higher quality mixed use office quarter, which includes residential

---

<sup>4</sup> DC/2021/01466 decided in March 2022

<sup>5</sup> DC/2021/01978 decided in March 2022

---

development, greening of the area and delivery of new and higher quality public realm and landscaping to deliver an attractive mixed-use environment. This will be important in retaining office employment – including the retention of existing corporates, as well as the growth in local SME occupiers.

- 6.21 Recommendation: it is important to seek to retain good quality office floorspace in the Bootle Office Quarter, as providing employment and supporting footfall across the wider Town Centre. However, it is appropriate to plan to consolidate the total office floorspace within the area and introduce a greater mix of uses. Policies should seek to retain the good quality existing provision as identified at Para 6.14. There are residential areas within the red line for the Bootle Office Quarter which should be removed. Consideration should also be made for removing the education uses focused on Hugh Baird College. It would therefore be appropriate to refine the site boundary.**
- 6.22 With the scale of change proposed, Icenl would recommend that a comprehensive vision and outline masterplan is prepared for the Office Quarter, to follow on from the work being undertaken by the Council for the Town Centre, reflecting in particular the potential scale of change and the importance of coordinated investment to deliver high quality development, public realm improvements and create an attractive and vibrant town centre quarter.**

### **Canal Street / Berry Street**

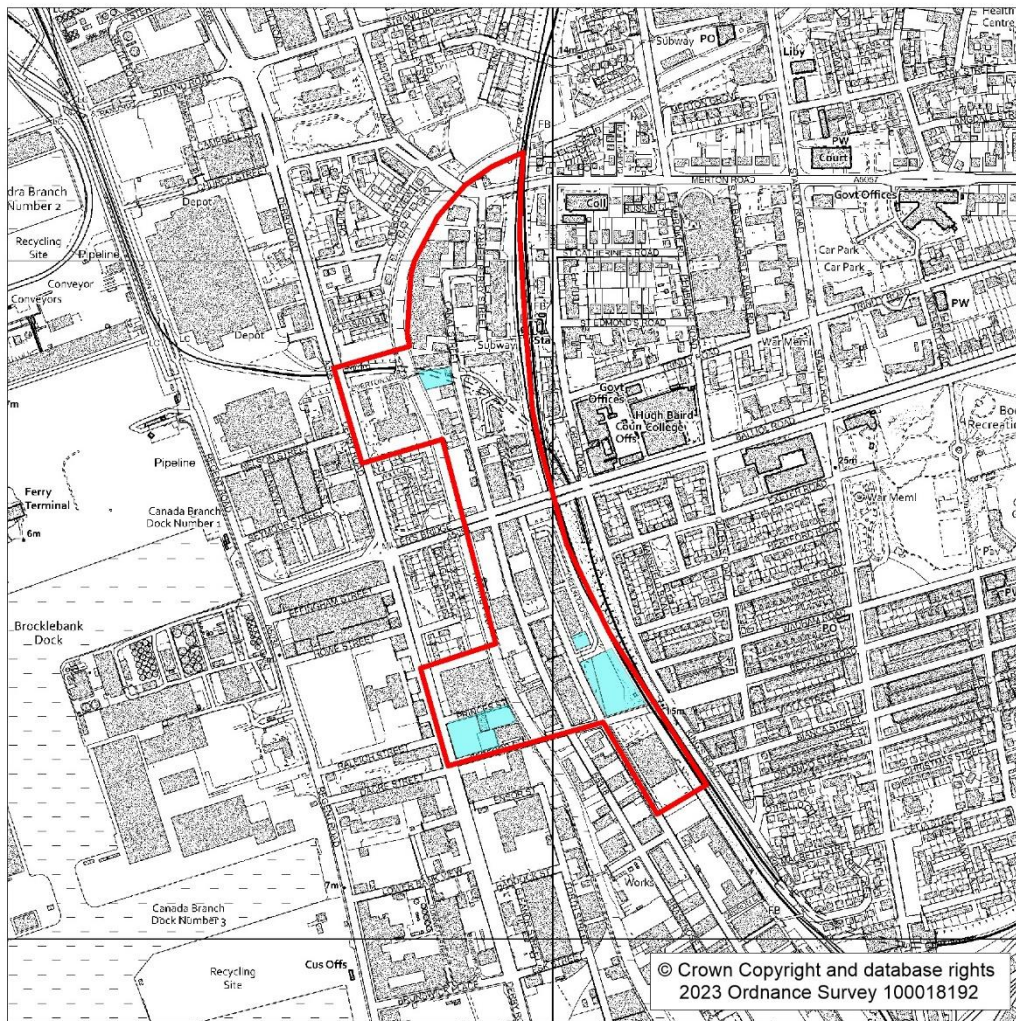
---

- 6.23 The Canal Street / Berry Street employment area is located to the east of Liverpool Docks. It is a designated employment area. It covers approximately 17.5ha and consists of several warehouses and manufacturing buildings around an internal grid road network. Most of the area is bound by rail lines to the east and the canal to the north and west, however, two smaller parcels are located to the west of the canal and sit at either end of a residential estate.
- 6.24 The area includes a range of different businesses but is largely focused on industrial uses. There is some office space provided as part of the Bridgewater Complex which is in good condition. Buildings in the area ranged in age from the 1940s to the 1990s, with approximately half in reasonable condition with the remaining of poor quality. The overall environment varies between reasonable and poor quality and there was a high amount of litter present.
- 6.25 There is a high amount of unallocated on-street parking within this area, including by HGVs. This can negatively impact on the carriageway and/or footpaths and creates some access issues. The internal roads were in regular use by commercial and domestic vehicles, including HGVs.
- 6.26 Several units are advertised for let and/or appear vacant at the time of the site assessments in Summer 2022. This includes office space and light industrial units in the Bridgewater Complex.

Historic google street view images show that advertisement signage has been present for several years at some of the units.

- 6.27 Those units in use appear well used and generate a high amount of activity. Considering the levels of activity and on-street parking within the area, if it were fully occupied there would be significant pressures on the internal roads.

Figure 6.3 – Canal Street / Berry Street Site



- 6.28 The area is accessed directly from the strategic road network, with straightforward links to the M62 and the Port of Liverpool. Adjacent the northern section of the area is Bootle Oriel Road station which is served by regular Merseyrail services to Southport and Hunts Cross. There are no bus stops within the allocation itself, however, there are bus stops adjacent to Bootle Oriel Road station, which are served by regular services to Speke and to other parts of Bootle; and along the A565 Derby Road.
- 6.29 There is little vacant land within the allocation area, except for a plot bound by Lipton Close, St. John's Road and Bedford Road. The vacant plot is regular in shape. A triangular section is formed



---

of hardstanding and laid out as a car park but is overgrown and does not appear to have been in active use for many years. To the rear of the former car park area is walled area which is overgrown and unkempt. According to LandInsight, this plot is under the same ownership as other neighbouring plots within the allocation area. This plot could be suitable for redevelopment for light industrial or manufacturing uses. Overall, across this employment area, there is 1.1 ha of vacant land – details are provided in Section 9.

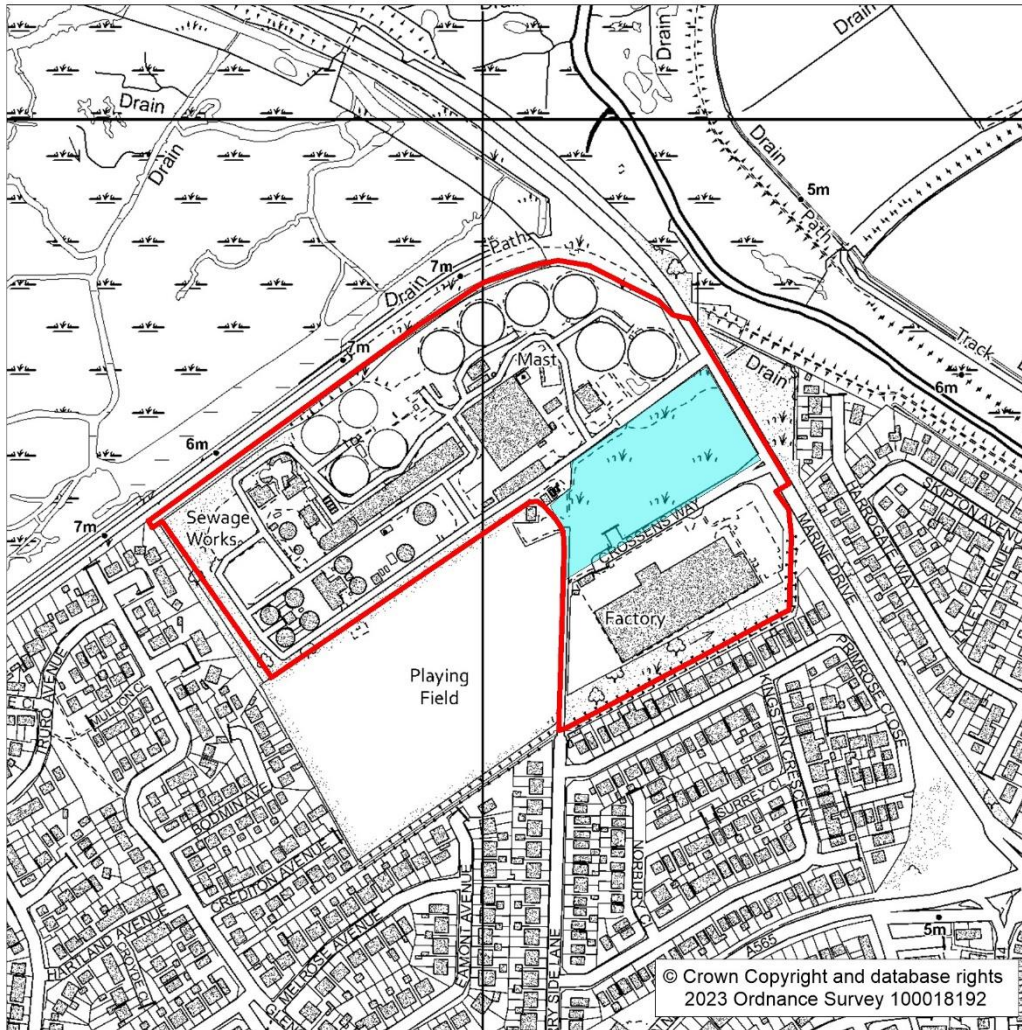
- 6.30 **Recommendation: This employment area plays an important role in providing for businesses which are related to, or need access, to the Port. It has good access to the strategic road network and provides local employment for adjoining deprived areas. It should be retained and protected for employment uses – primarily light industrial, industrial, storage and distribution (Use Classes E(g), B2 and B8) - and associated sui generis employment generating uses. The Council should seek to encourage investment and regeneration, including improvements to the quality of the built stock and environment; and consider how current on-street parking could be managed to facilitate circulation on the site.**

#### **Crossens Way, Southport**

---

- 6.31 Crossens Way is located to the west of Marine Drive at the northern fringe of Southport. It is designated as an existing employment area and is in mixed use. The Site is approximately 12.46ha in size.

Figure 6.4 – Crossens Way Site



- 6.32 The north-western part of the Site is occupied by United Utilities and is used as a water treatment works. To the south-east of the Site are a block of small-medium sized warehouse style units, fronted by an office building. Some of the businesses occupying the units include a conservatory roof specialist, Northwest Roof Tech, and an accountancy firm, Forshaw Chartered Accountants.
- 6.33 There is limited activity within the Site and some units appeared to be vacant. Some large storage containers were present within the Site, although it is uncertain which occupier they are associated with. Within the centre of the Site are vacant plots.
- 6.34 Historic satellite imagery indicates that the Site has been underutilised for some time, although in recent years the western units have shown a significant increase in activity. It is also apparent that a triangular area of former grassland directly west of the industrial units has recently been converted to hardstanding and is being used for open storage, although no planning history for this change of use appears to exist.

- 
- 6.35 Access to the Site is off Marine Drive which is approximately 400m from the A565 (Water Lane) providing access south into Southport and onward to Liverpool or north towards Preston. The nearest motorway junctions are J27 of the M6 at Standish and J3 of the M58 at Bickerstaffe, both of which are between 11-12 miles from the Site, as the crow flies.
- 6.36 Within the Site there was a large area of parking for the offices, which was underutilised, with limited designated parking areas for the other units. This has led to a prevalence in on-street parking: this was apparent when visiting the Site but can also be seen in historic satellite images. The Site is currently unsuitable for HGVs as there is no designated HGV parking or turning heads.
- 6.37 There is limited access to local amenities and services from the Site if on foot or by bicycle. Bus stops are available on the A565, approximately 400m from the Site, which are regularly served by routes to Formby, Kew, Marshside, Crossens, Chorley Town Centre, Liverpool, Preston City Centre, and into Southport.
- 6.38 The site is adjacent to residential areas and an area of public open space. A public footpath runs down the entranceway to the Water Treatment Works before turning south-west and along the edge of the public open space, adjacent to the Site boundary. National Cycle Network Route 62 joins Marine Drive opposite the Water Treatment Works and runs west towards the sea.
- 6.39 There are no bad neighbour uses or amenity concerns in terms of noise, odour, and/or pollution. Although it is possible that there may be some occasional amenity impacts from the neighbouring water treatment works.
- 6.40 The Site was developed in the 1990's. The buildings appeared of reasonable quality and condition although in general the site appeared slightly tired. The office building has limited attractiveness and the lack of parking at the remaining units within the Site could limit interest from potential occupants. It is estimated that the Site has a vacancy rate of between 25-50%.
- 6.41 The vacant plot within the centre of the site has been the subject of recent planning activity. In December 2018 Planning Permission was granted for the erection of 17 commercial units for B8 use in two blocks, 2 units for B8 use including external storage and 1 unit for B1 use<sup>6</sup>. This permission was not implemented. In August 2022 Planning Permission was granted for a phased mixed-use development comprising a Class E retail store with associated infrastructure (to be occupied by Lidl) (Phase 1), and a mixed Class E(g), B2 and/or B8 employment development with associated infrastructure (Phase 2) in the vacant plots in the centre of the Site<sup>7</sup>. An application to discharge
- 

<sup>6</sup> Application Ref: DC/2018/01341 at Land East of Marine Drive North of Crossens Way Crossens Way Southport

<sup>7</sup> Application Ref: DC/2021/00163 at Land West of Marine Drive, North of Crossens Way, Crossens Way, Southport

---

several of the planning conditions has been submitted and is awaiting determination. It is, therefore, considered that the vacant plot is deliverable within the next 5-years. The retail foodstore is intended to enable and support development of employment floorspace.

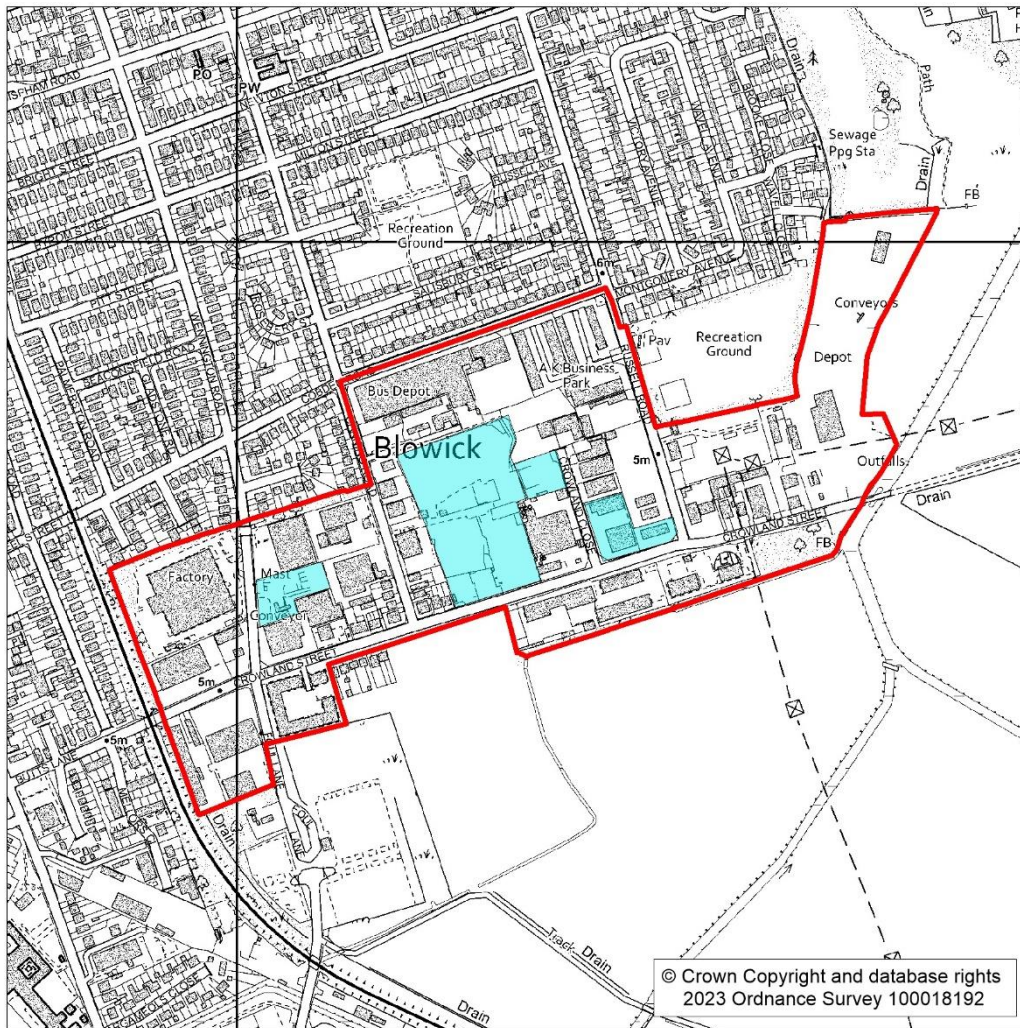
- 6.42 Recommendation: This site remains as an employment area and the provision of new units and a foodstore, in line with the extant planning consent, could provide a stimulus for further interest in the existing vacant units. The site remains suitable and is important in providing a source of supply for industrial / employment development in the Southport area. It should be retained and protected for E(g), B2 and B8 uses.**

#### **Crowland Street, Southport**

---

- 6.43 Crowland Street is a mixed employment site to the east of Southport. It is an urban fringe location with residential dwellings to the north and west and open fields to the east and south. To the west and north of the site are warehouses in a variety of uses which do not appear to result in significant amenity impacts on the neighbouring residential dwellings.
- 6.44 Within the south and east of the site are industrial uses which cause amenity disturbance in terms of noise and odour. Within the centre of the site is some Cadent Gas infrastructure which was inaccessible. Towards the eastern edge is the Southport Power Station. Within the wider site are small groupings of residential dwellings.

Figure 6.5 – Crowland Street



- 6.45 Occupiers include a Bus Depot, self-drive vehicle hire, a skip hire company, roofing supplies, boarding kennels, various retailers and service providers, a gym, as well as national out of town retailers such as Screwfix and Toolstation. The vacancy rate at the time of the site assessments was above average.
- 6.46 Most buildings appear to have been constructed in the 1990s, however, there are some buildings which are significantly older. The quality of the environment varies. To the west of the site buildings appear more recently built and the overall environment is good. To the east, the environment deteriorates with a lack of pedestrian footpaths and in places no formal road surfaces. There are also plots which are vacant or have fallen into disrepair, totalling approximately 1.5ha which are suitable for demolition and/or redevelopment.
- 6.47 Areas within the wider site appear vacant or at very least underutilised. This includes the Blowick Business Park to the south-west of the site on the southern side of Crowland Street, and a plot to the east of Wennington Road formerly in use by Tarmac. Both of which are suitable for

---

redevelopment and neither appear to be marketed for sale or let. The current National Grid site within the centre of the Crowland Street designation is also vacant and available (2.3 ha).

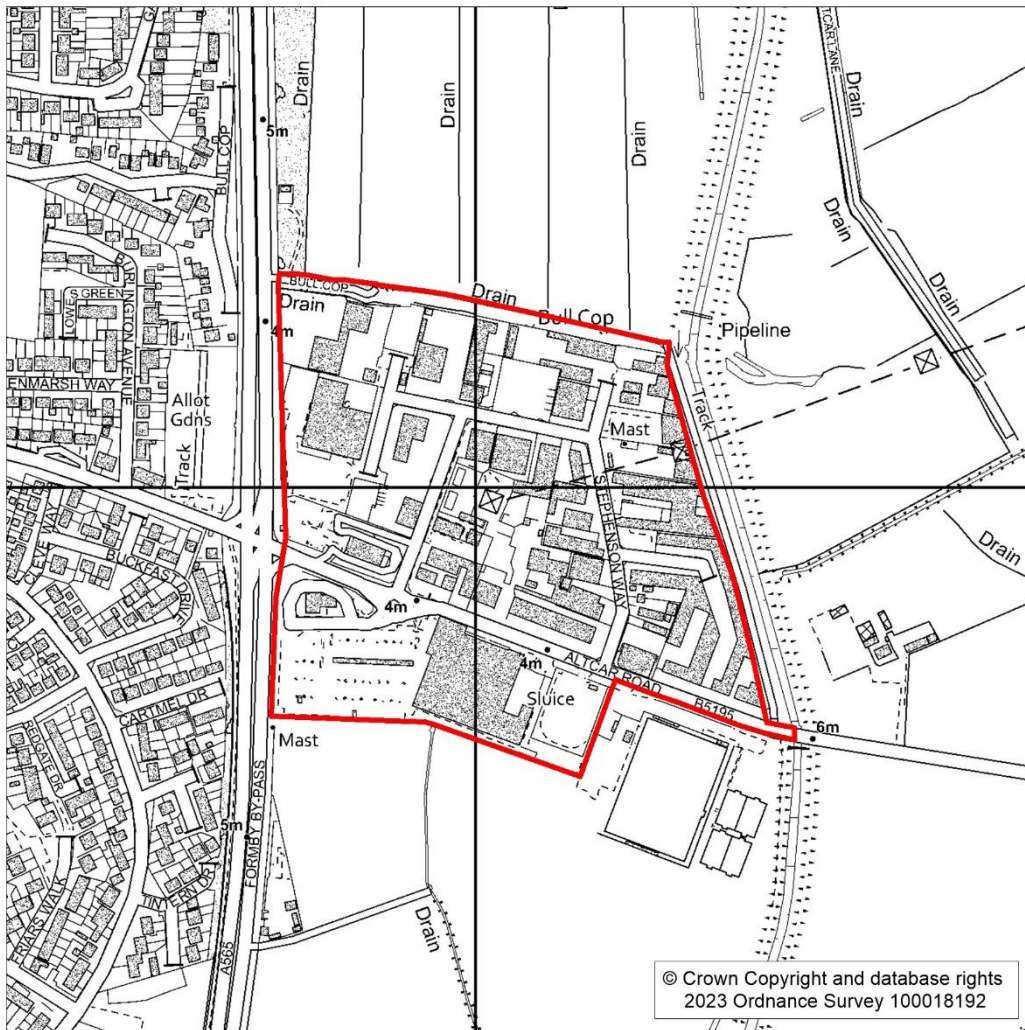
- 6.48 The site is accessed via the local road network, which appears adequate to serve the existing users, but is not best suited for HGVs. There is a prevalence of on-street parking throughout, although the industrial and retail units to the west have dedicated parking provision. There are bus stops on Canning Road, Crowland Street, and Russell Road providing regular services to Hillside and High Park.
- 6.49 To the south of the Crowland Street Employment Area is a former Park and Ride facility (which is part of a larger site allocated for housing in the Local Plan).
- 6.50 Recommendation – This site clearly continues to be an employment hub for a range of local businesses, particularly some industrial or other uses which are unable to be located directly adjacent to residential dwellings. The site should be retained for employment uses and protected under policy as it serves an important role in providing industrial space in the Southport area. It is unlikely that office uses would be required in this area, so policy focus should be on encouraging light industrial and general industrial. Encouragement should also be provided to improve the overall environment and to bring vacant or derelict plots back into viable uses.**

#### **Formby Industrial Estate, Formby**

---

- 6.51 Formby Industrial Estate is located to the east of the town of Formby. It covers approximately 14ha and consists of a range of industrial and retail units.
- 6.52 There are multiple freeholders within the Estate providing accommodation for a range of occupiers. This includes a supermarket, national retailers, fast-food restaurants, timber merchants, a used car dealership, vehicle hire, vehicle serving and parts providers, vintage clothing retailers, a saddlery, as well as the Formby Household Waste Recycling Centre. As a result, the industrial estate has a mixture character, ranging from retail through to industrial.

Figure 6.6 – Formby Industrial Estate



- 6.53 The estate is relatively well laid out. There are looping internal access roads primarily serviced off a central roundabout on Altcar Road. The buildings on-site date mostly from the 1990s, with some from the 2000s. Most are in a good condition and the overall environment is reasonable.
- 6.54 A plot within the centre of the site, covering approximately 0.74 acres, consisting of a few small industrial and office buildings is currently being advertised for sale. The marketing brochure notes the property benefits from planning consent for offices, industrial, and storage and distribution uses.
- 6.55 Access to the Estate directly off the A565. There is good access and circulation within the site, although narrow in places. Due to a prevalence of smaller units, there was a low level of HGVs present within the Estate. Parking for individual units was limited resulting in on-street parking.
- 6.56 To the north are open fields forming the Strategic Employment Allocation 'Land North of Formby Industrial Estate', which has been discussed earlier in this report. To the east is the Downholland

---

Brook, beyond which are open fields and a garden centre. To the south area open fields and some All-Weather Football Pitches. To the west is the A565 and the settlement of Formby.

- 6.57 Recommendation – The site is strategically well located off the A565 and provides an important resource for local businesses, providing accommodation for a variety of businesses including local and national. It is a good quality site and should be protected for employment uses (E(g), B2 and B8). In developing a new Local Plan, the Council could consider reviewing the site boundary to excluding retail uses such as the Tesco Superstore, Home Bargains, McDonalds Unit and Recycling Centre.**

#### **Hawthorne Road / Acorn Way**

---

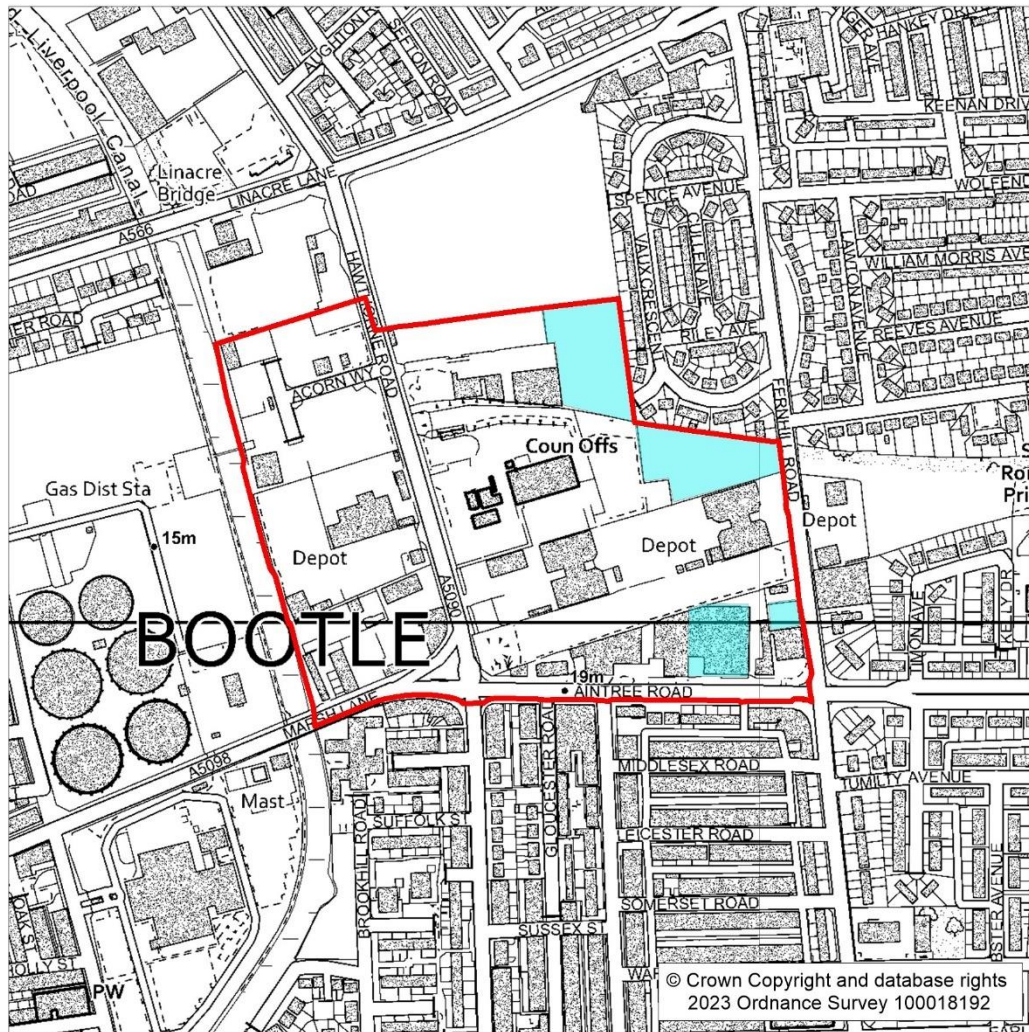
- 6.58 The Hawthorne Road / Acorn Way employment area is designated for employment uses within the Local Plan. It is an extensive site, covering approximately 13.23ha, with plots on either side of Hawthorne Road and also includes units fronting Aintree Way. With the employment area are a range of uses and occupiers, including: a Council bus depot, a tyre shop, a car dealer, a concrete mixer / supplier, a car dismantler, motor repair workshops, a car paint supplier, and a hand car wash. Some of these users will negatively impact on residential amenity in terms of noise and / or pollution.
- 6.59 A plot to the north-west of the employment area, totalling approximately 0.92ha, has been allocated for employment uses within the Local Plan – Land at Linacre Bridge. Planning permission was granted in April 2020 for the siting of battery energy storage units across approximately half of this allocated site<sup>8</sup>. This was considered earlier within the report.

---

<sup>8</sup> Application Ref: DC/2020/00085



Figure 6.7 – Hawthorne Road / Acorn Way Site Location Plan



- 6.60 To the north is a large area of vacant land which has been allocated for residential development. No planning applications have been submitted for the redevelopment of this site within recent years; but there is evidently potential for the adjacent of residential uses to influence the nature of employment uses and operations on this site.
- 6.61 There is a vacancy rate of approximately 25%. This includes a building fronting Aintree Road which is boarded up. The buildings are of varying age, dating from between the 1970s to the early 2000s. The buildings themselves range between reasonable and poor quality. The overall quality of the environment is poor.
- 6.62 Both Hawthorne Road and Aintree Road are A-roads. They are relatively wide and able to accommodate HGV vehicles. There were high levels of vehicle movements along these roads. On-street parking is prevalent along both roads, which could have a negative impact on accessibility for HGVs. The plots off Hawthorne Road appear to have access points suitable for HGV vehicles and many of the sites are frequented by HGVs. Overall, there appears to be a high level of space suitable

---

for parking within the plots, however, due to the nature of certain occupiers' space is utilised for open storage which may restrict other parking or internal circulation space.

**6.63 Recommendation: this is a lower quality existing employment site but plays some role in providing local employment for adjoining deprived communities. There is unlikely to be demand for office uses in this location, but some demand for light industrial, industrial, and storage/distribution uses but the Council might also consider supporting sui generis uses. Whilst there is some basis for seeking to retain the employment designation in the context of the overall employment land need, this is an area where there is a clear need for regeneration, and the employment activities evidently impact on residential uses in adjoining areas. There is therefore a potential case for seeking to rationalise employment and broaden the range of uses which are supported in order to attract investment. The Council should encourage improvement in the overall quality of buildings and environment. Consideration should be given to extending the boundary of the employment area to include the Fernhill Road West site on the eastern side of Fernhill Road. Overall, we identify c. 1.8 ha of land within this site with potential for development or intensification. The Council will however need to carefully review if this is retained for employment uses.**

#### **Heysham Road, Netherton**

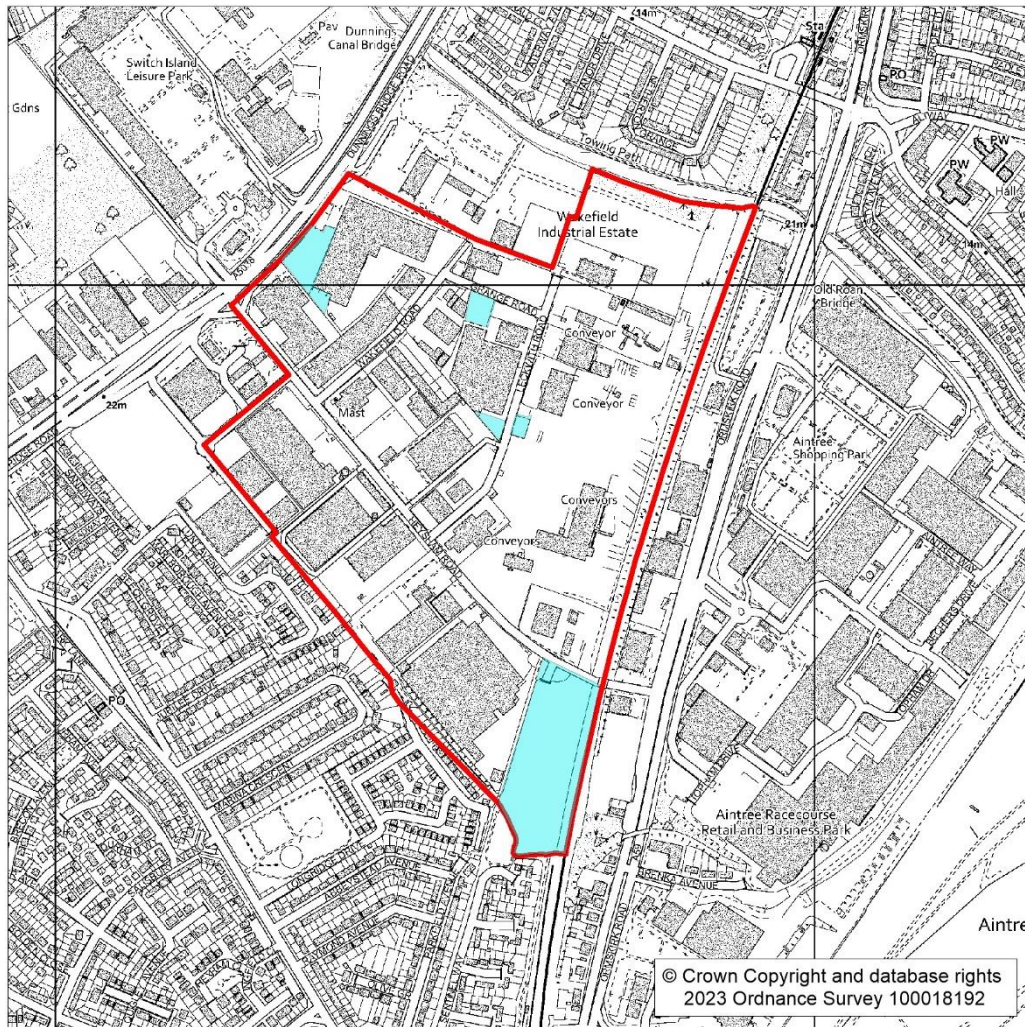
---

6.64 The Heysham Road employment area consists of a large and well-established employment area. It is a designated employment area in the Local Plan, with an area to the south-west allocated for employment development, and an area to the north allocated for mixed use development.

6.65 The buildings within the area vary in age from the 1950s through to the 2020s. The overall environment is of a reasonable to good quality, although this varies throughout the site. There is a range of occupiers and uses within the site, this includes: a bus depot, a concrete producer, a distiller, car sales and workshops, a forklift truck dealer, an events company, builders' merchants, wholesalers, a drinks distributor, ecommerce companies, furniture sales, AV equipment hire, scaffolders, and many more. Overall, this is one of the larger, and better quality, employment sites in the Borough.

6.66 To the north of the site is the Leeds-Liverpool Canal, beyond which is a residential area. To the east, across the rail line, is the Aintree Racecourse Business and Retail Park. To the south is a residential area. To the west are employment and retail areas. The site is within an urban area and, therefore, development would need to be considerate of neighbouring residential amenity.

Figure 6.8 – Heysham Road Site Location Plan



- 6.67 The site can be accessed off either Dunning's Bridge Road or Ormskirk Road. It has excellent links to the wider strategic road network and to the Port of Liverpool. There are bus stops on both Dunning's Bridge Road and Ormskirk Road with services available towards Skelmersdale, Waddicar, Southport, and towards Liverpool City Centre. There are also regular night-time services to Fazakerley, Aintree, and Liverpool.
- 6.68 **Recommendation:** This area continues to be a key employment hub for a variety of businesses and should, therefore, retain its designation and policy protection. Some Class E and Sui Generis uses exist with the site; however, the policy focus should be on encouraging light industrial, manufacturing, and storage / distribution uses (E(g), B2, B8) due to its strategic location and road connections, with some ancillary uses allowed. The site neighbours two other designated employment areas. Consideration might be given to amalgamating the three employment areas under one designation.

---

## Kingfisher / Orrell Mount, Orrell

---

- 6.69 The Kingfisher / Orrell Mount employment area is located on either side of Hawthorne Road, further north than the Hawthorne Road / Acorn Way employment area. It consists of two distinct and separate business parks on either side of the road and a plot of land to the north of the rail lines and adjacent to the Tesco Superstore. It includes the Lanstar site allocation (which was considered in Section 5).
- 6.70 The Orrell Mount Business Park is located on the eastern side of the road. The buildings within the site are mostly from the 1950s / 1960s, although improvements and modernisations have been carried out to some buildings. Occupants include a safe provider, a signage and design company, and glass manufacturers and producers. The overall building and environment quality is poor. However, the business park is relatively well occupied, although a unit near the entrance is currently vacant.

Figure 6.9 – Kingfisher / Orrell Mount Sites



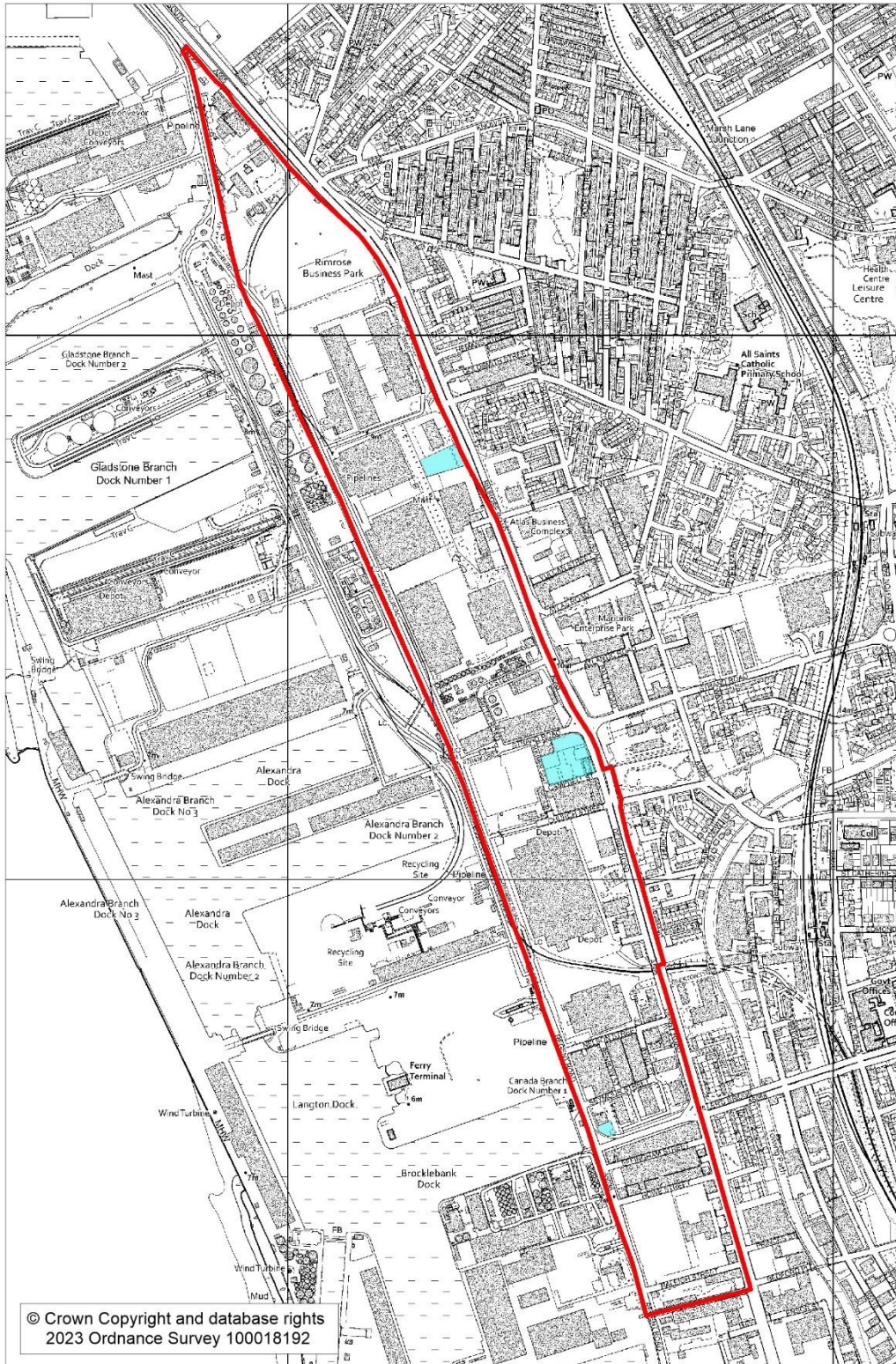
- 
- 6.71 To the west of Hawthorne Road is the Kingfisher Business Park. This is a purpose-built business park, constructed circa 2000s, and thus provides newer, better quality employment provision. There is a variety of occupiers including: tools providers, a catering company, a kitchen furniture provider, a building materials provider, a gym, and a drinks distributor. The overall quality of the site and buildings is reasonable. There is a high occupancy rate. Each unit has a good level of parking.
- 6.72 The permitted application for the Tesco Superstore also included a set of small-scale light industrial units to the south of the Site adjacent to the rail lines, totalling approximately 1 ha This was considered separately in Section 6.
- 6.73 Access to the sites is off Hawthorne Road. The access into the Kingfisher Business Park is designed to accommodate HGVs, whereas the one into the Orrell Mount Business Park is less well suited with narrow winding internal roads. The access into the Tesco site is suitable for HGVs.
- 6.74 There are bus stops on Hawthorne Road between the two sites. These provide regular services towards Liverpool and Netherton. The sites are approximately a 0.7-mile (15-minute) walk from Seaforth & Litherland Train Station.
- 6.75 Recommendation: This employment area is well occupied and provides a range of accommodation for different businesses. It is well located in proximity to the strategic road network. Therefore, it should retain its employment designation and be protected under policy. The Kingfisher Business Park is of a better quality than Land at Orrell Mount, where the Council should seek to encourage investment in upgrading the quality of premises. E(g), B2 and B8 uses are appropriate; but the Council should seek to consider and manage as appropriate local adjacency issues to residential uses.**

#### **Land between Derby Road and Regent Road, Bootle**

---

- 6.76 The Land Between Derby Road and Regent Road employment site is a designated employment site within the Local Plan. It is located between the docks and the A565. Land within the area is partly owned by The Mersey Docks and Harbour Company, with some sites owned independently. Landownership overall is fragmented.

Figure 6.10 – Derby Road and Regent Road Site Location Plan



6.77 The surrounding area is mixed but predominantly commercial and industrial in character. To the north are the docklands and a residential area. To the east is a mixture of residential and industrial areas. To the south are further industrial areas. To the west are the docks.

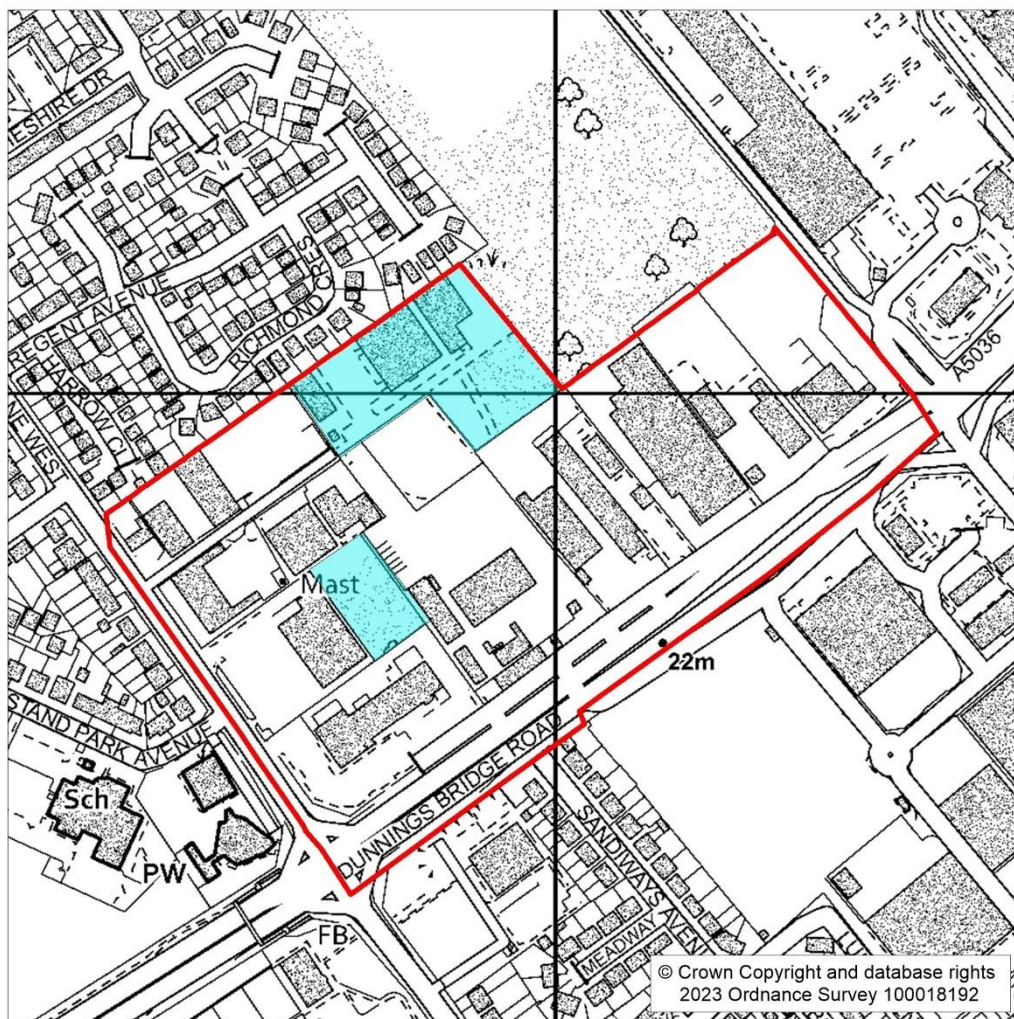
- 
- 6.78 There are a range of buildings and occupiers within the employment area. The overall character is industrial but there are some retail units too (e.g., Go Outdoors). Most of the buildings are large scale warehouses, particularly towards the north of the site. To the south the character changes to smaller scale units. Occupiers include logistics and distribution companies, a marine supply shop, a camping equipment store, a carpet retailer, a furniture provider, engineering companies, an oil refinery, self-storage units, a motorcycle dealer, a gym, and a steel stockholder and supplier. In addition, some units are used for storage by port-related businesses/ the port operator.
- 6.79 Most occupiers would not produce additional noise or pollution which would impact on residential amenity, albeit a number would potentially create disturbance due to the levels of HGV movements. However, some, such as the oil refinery, produce air pollution and odour which could have a negative impact on the amenity of residential dwellings that are close to the site, the nearest being those off Church Gardens approximately 185m from the site.
- 6.80 Buildings within the site range from early 1900s to the 2020s. The age and quality of buildings varies. Those to the north are of good quality within a good environment. Those to the south are of mixed quality, ranging between reasonable and poor, the same can be said for the overall environment.
- 6.81 There are limited vacant units within the site and limited opportunities for redevelopment, although a couple of vacant land pockets exist – these are detailed in the schedule in Section 9. This includes 3 no. plots bound by Summer Seat, Campbell Street, and the A565, totalling approximately 0.4ha. Two of the plots are owned by The Mersey Docks and Harbour Company, who also own the majority of the plots within this employment area. The other, fronting the A565, is owned by a Pensions company. The plots appear vacant, or at very least underutilised for some time and there is no recent planning history for these plots.
- 6.82 The fragmented land ownership means comprehensive regeneration of this employment site is unlikely and would require potentially require substantial public investment to gap fund development, not least given potential contamination issues. It seems unlikely that this will be feasible in the short-term. The Council should nonetheless encourage investment from existing businesses and landowners.
- 6.83 Recommendation: this employment area has a role in providing land for a range of industrial and light industrial activities seeking affordable space and is closely linked to the neighbouring docks. It provides a range of accommodation for a wide variety of businesses. The area should retain its employment designation and be protected under policy for E(g), B2 and B8 uses. The policy focus for the area should be on storage and distribution uses to maximise on the sites strategic location adjacent to the docks and the A565, although light industrial, manufacturing, and industrial uses would also be suitable in this location. Retail development should be resisted. It is unlikely that this area would be a focus for office**
-

development, however, there may be some ancillary office use in conjunction with the other uses within the area. The Council should encourage investment and regeneration in the area, however the potential for comprehensive regeneration in the short-term appears limited.

#### Land east of Park Lane, Bootle

- 6.84 Land East of Park Lane is a designated employment area within the Sefton Local Plan. The site is located on the north-west side of Dunnings Bridge Road (A5036), opposite the Mersey Reach Retail Park.
- 6.85 The site comprises a range of occupiers and uses, including: a vitamins retailer, a gym, a flooring supplier, a plant and tools rental company, a building material supplier, a PVC windows and doors provider, car sales, a hotel, and a supermarket. These sites are in individual ownerships.

Figure 6.11 – Land East of Park Lane Site Location Plan





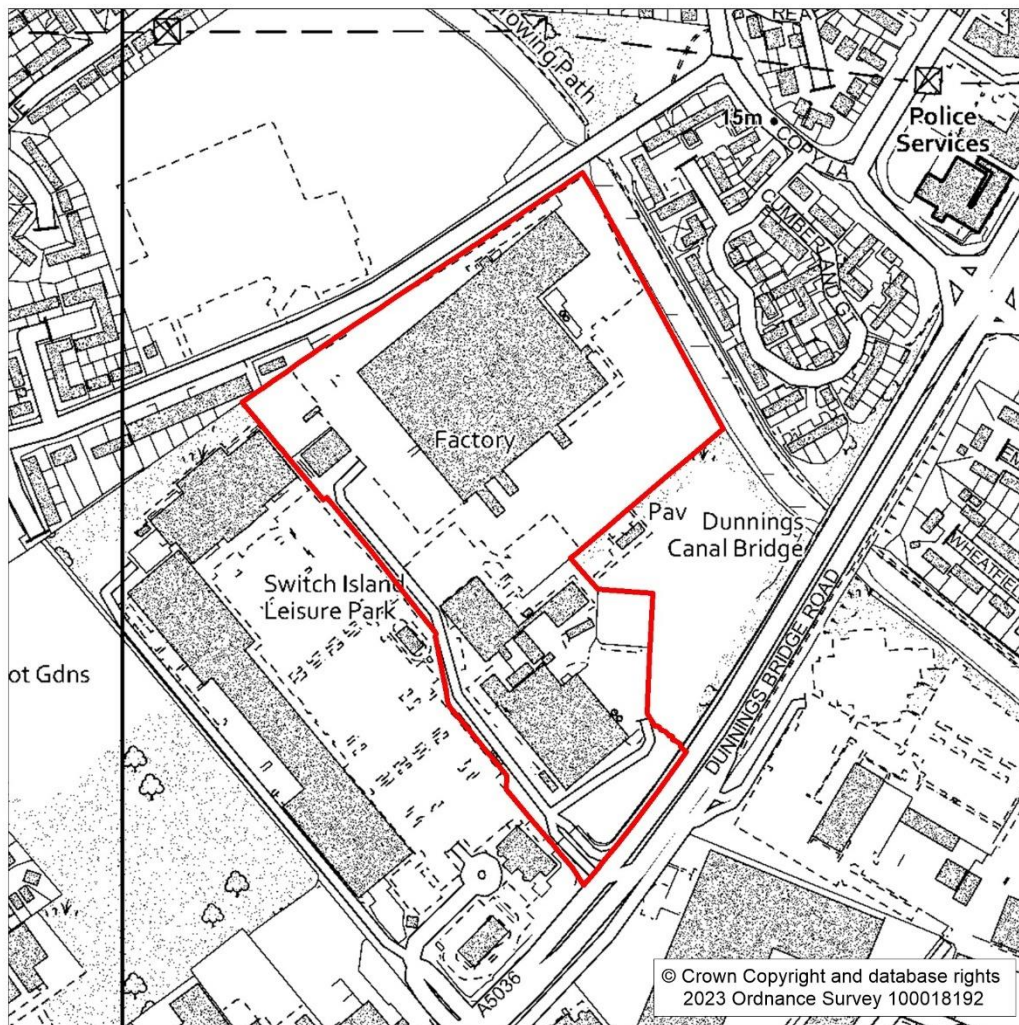
- 
- 6.86 To the north of the site is a residential area and public open space. To the east is the Switch Island Retail Park, to the south is the Mersey Reach Retail Park, and the west is a school and residential area. Occupiers must, therefore, be considerate of neighbouring residential amenity.
- 6.87 Parts of the site are accessed directly off Dunnings Bridge Road, whereas others are access off Park Lane West. Bus stops are available adjacent to the site.
- 6.88 There are plots within the site which are vacant and could be suitable for redevelopment, subject to access. One of these plots is adjacent to the hotel and supermarket (0.26 ha) and is within the same ownership as the hotel site. Access to this plot is currently to the rear of the hotel. It appears vacant and overgrown and there is no planning history to indicate it will be coming forward in the short to medium term.
- 6.89 The other two plots are located to the north of the site and are accessed via a narrow access road which is subject to on-street parking. The buildings within these sites appear to be vacant and one in particular appears in a state of disrepair. In addition, a unit fronting onto Dunnings Bridge Road is currently vacant.
- 6.90 Recommendation: This area is well occupied and accommodates a range of local businesses. It also benefits from being located adjacent to the A5036 with simple links to the M57. The area should retain its employment designation and continue to be protected under policy for E(g), B2 and B8 uses. Encouragement should be given to improve the overall quality of the buildings and environment and to bring derelict or vacant plots into an active and/or viable use. We identify land with development potential of c. 1.2 ha. Consideration might be given to joining this employment area with the neighbouring Heysham Road and Land East of Switch Island designations to form a single employment designation. Additionally, the Council might consider amending the site boundary to remove the Aldi foodstore and Park Hotel.**

#### **Land East of Switch Island Retail Park**

---

- 6.91 The Land East of Switch Island Retail Park is a designated employment site on the north-west side of Dunnings Bridge Road (A5036). There are plots within the site, one occupied by a national bakery, and the other by a consumer oils producer. The site boundary (as shown below) excludes the retail uses.

Figure 6.12 – Land East of Switch Island Retail Park Site Location Plan



- 6.92 The buildings within the sites are medium and large-scale manufacturing buildings. There is suitable circulation and internal roads for HGVs and commercial vehicles. There also appears to be appropriate levels of parking for employees and visitors. It was not possible to access the sites to assess the individual quality of the buildings, however, the buildings and environment that were visible appeared to be of reasonable quality.
- 6.93 To the north of the site is the vacant plot of the former Bootle High School. A planning application was submitted in April 2021 to redevelop the former school site and provide 59 residential dwellings, this was withdrawn in July 2021, and there is no further planning history of the site indicating it may be brought forward in the short to medium term.
- 6.94 To the east is a residential area. To the south is the Heysham Road Industrial Estate and Retail Park. To the west is the Switch Island Retail Park. Any future uses or occupiers within the site would need to be considerate of the neighbouring residential amenity.

---

6.95 The site has an access directly of the A5036 and therefore had straightforward links into the wider strategic road network. Bus stops are available adjacent to the site.

**6.96 Recommendation: This area is fully occupied by a couple of national businesses. It is in a strategic location with limited impacts on neighbouring amenity. The employment designation should be retained and the continue to be protected under policy. The site is suitable for most employment uses (E(g), B2 and B8) but is unlikely to be in demand for office use.**

**6.97 There is potential to amend the red line to include the open field adjacent to the Allied Bakeries site, should additional employment land be required. Consideration should be given to joining this employment area with the neighbouring Heysham Road and Land East of Park Lane designations to form a single employment designation.**

#### **Maritime Enterprise Park**

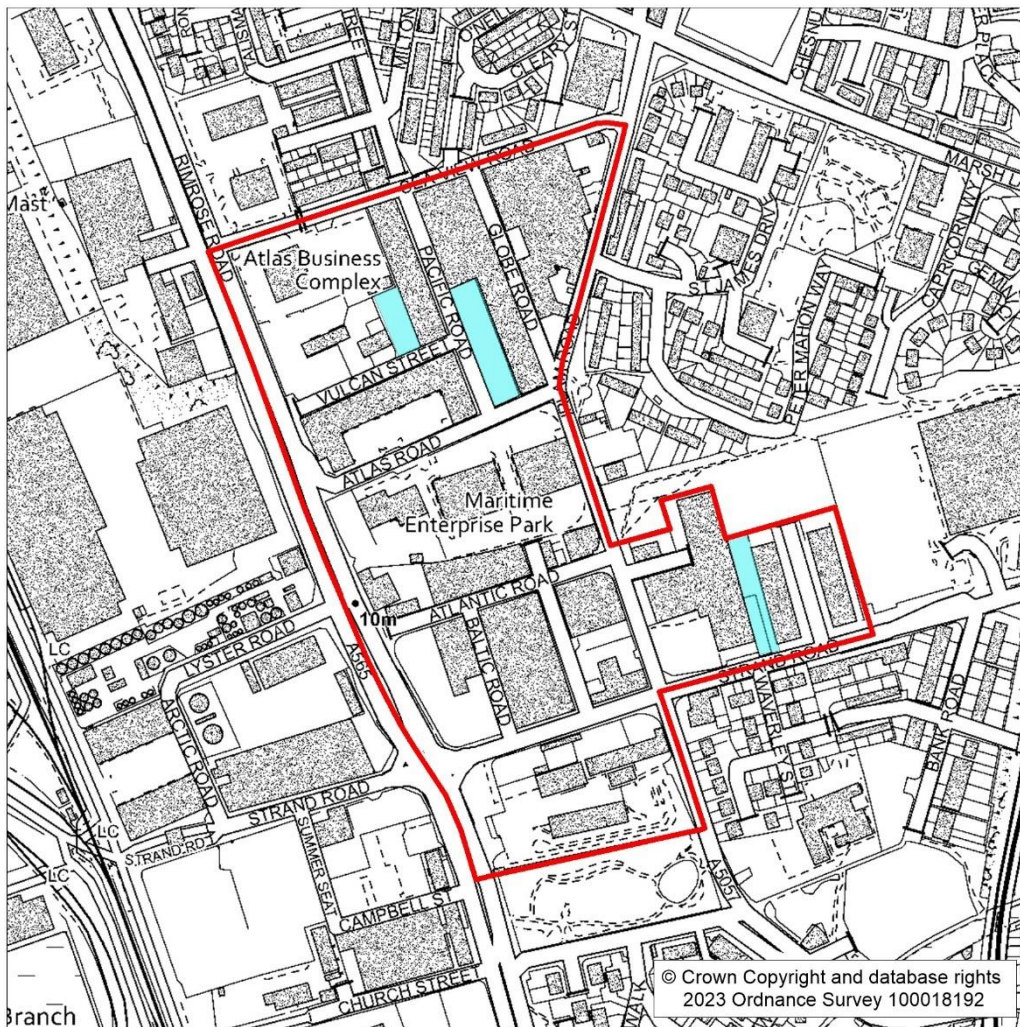
---

6.98 The Maritime Enterprise Park is located to the east of the A565 in Bootle. It is a designated employment site within the Local Plan. It is spread over approximately 12.6ha and consists of a variety of buildings and occupiers. The main roads through the Enterprise Park are Atlas Road, Pacific Road, Vulcan Street, Irlam Road, and Strand Road (A5057).

6.99 There are several landowners within the Enterprise Park. Occupiers include: a household waste recycling centre, several car dealerships, commercial equipment hire, a metal fabricator, a windows and conservatories provider, vehicle maintenance workshops, a construction company, a martial arts school, a plastics manufacturer, and a locksmith.

6.100 Buildings within the Enterprise Park range in age. Several are large brick-built workshop style buildings from the early 1900s, but there are also modern units up to the 1990s/2000s. The newer units appear to have sufficient allocated parking provision, however, the older units have little, if any, allocated parking which leads to on-street parking which can inhibit circulation. There appears to be several vacant units within the Enterprise Park. Most of the environment is poor albeit with some better areas around newer units fronting the A565.

Figure 6.13 – Maritime Enterprise Park



- 6.101 To the north is a primarily residential area along with a couple of car dealerships. To the east is a residential area and large supermarket. To the south is a residential area. To the west is an industrial area (the Land between Derby Road and Regent Road employment area). Due to the proximity of residential areas to the Enterprise Park occupiers must be considerate of residential amenity.
- 6.102 The Enterprise Park is located just off the A565 and therefore has good connections to the strategic road network. Access can also be made through the neighbouring residential areas, but still along A-roads. At its nearest point, the Enterprise Park is approximately a 650m (7-minute) walk from Bootle New Strand Train Station. There are bus stops adjacent to the Enterprise Park on the A565 which provide semi-regular services to Bootle, and occasional services into Liverpool City Centre and to Netherton. There are a range of services and facilities within walking distance of the Enterprise Park.
- 6.103 **Recommendation: This area is strategically well located adjacent to the A565 and near the Docks. Despite this, there are several vacant units within this employment area, and it is**

---

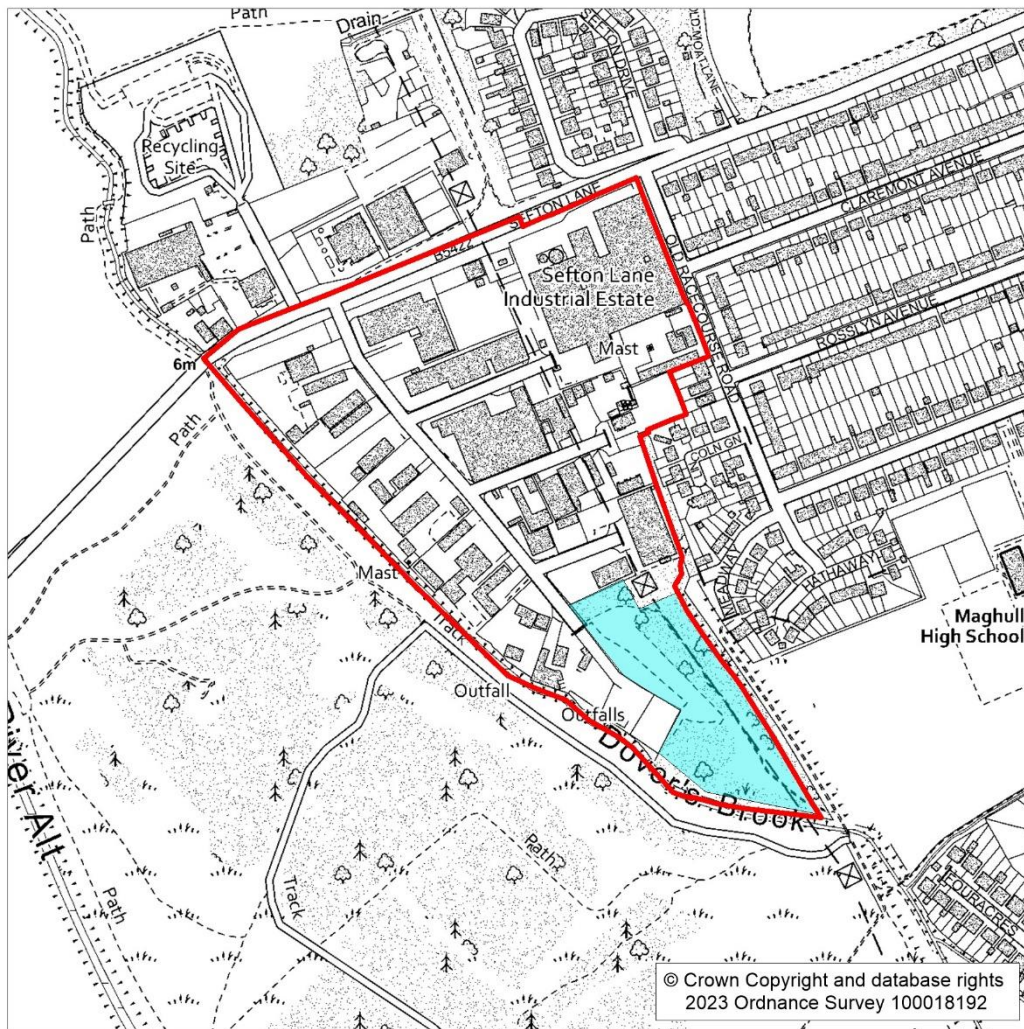
generally in a poor condition. There is a prevalence of small and medium sizes units providing opportunities for local SMEs and start-ups. A greater flexibility of uses might be considered in the future through planning policies in order to encourage investment. There are some interesting historic buildings, such as the former fire station, which could form a nucleus for investment. The area is considered suitable for a range of uses including employment, sui generis, and retail (subject to wider national/ local plan policy requirements). Consideration could be given to the site being allocated for mixed-use development, with employment uses to the west of Globe Road and residential and/or retail uses towards the east. This would consolidate the levels of employment floorspace preventing encourage investment in the existing building stock but also consolidate the employment floorspace, removing any surplus. Residential and retail areas adjoin this so would be well suited.

#### **Sefton Lane, Maghull**

---

- 6.104 The Sefton Lane employment area is known as the Sefton Meadows Industrial Estate. It is located to the south-west of Maghull, on the south side of Sefton Lane. It is approximately 13.4ha in size. There is a main spine road within the site, from which are several spurs. The industrial estate has a single freeholder but several leaseholders.

Figure 6.14 – Sefton Lane Site Location Plan



- 6.105 There is a range of occupiers within the Industrial Estate including: a brewery, a roofing supplier, an optical products manufacturer, a used car dealer, a vehicle service centre, a pet shop, a glass products manufacturer, a bathroom supplies shop, a concrete supplier, and gyms/fitness centres.
- 6.106 Several of the plots have dedicated parking within them, however, there is still a prevalence of on-street parking throughout the Estate, including by HGVs. The overall environment is poor and is need of renovation, although appears clear of rubbish and debris. There are footpaths throughout the site, although these are parked over in places preventing pedestrians from using them. The buildings range in age from the 1960s through to the 1990s/2000s. Many buildings appear tired and in need of refurbishment or renovation.
- 6.107 To the north is a garden centre, a council waste and recycling centre, children's day care and play centres, beyond which are agricultural fields – these are outside of the employment designation. To the east is a residential area and Maghull High School. To the south and west are Jubilee Woods

---

followed by agricultural fields and the village of Sefton. Therefore, the Estate is in an urban fringe location with some residential amenity concerns.

6.108 The Industrial Estate is accessed off Sefton Lane, which is part of the local road network. The Estate is approximately 1-mile from the A59 and the A5758 (Broom's Cross Road). There are bus stops directly outside the Estate on Sefton Lane which provide hourly services to Waterloo, and towards Kirkby and Knowsley Industrial Park.

**6.109 Recommendation: This area appears well occupied and provides accommodation for a range of local businesses. It should retain its employment designation and continue to be protected under policy for light industrial, industrial, and manufacturing uses (E(g) and B2 and ancillary B8). It is unlikely to be suitable for office or storage/distribution uses but these could also be provided within this area. However, encouragement should be given to improving the overall quality of buildings and the environment, as well as the management of on-street parking.**

#### **Slaidburn Crescent, Southport**

---

6.110 Slaidburn Crescent is a mixed-use employment site located towards the north of Southport. Within the Site are a mixture of offices and small industrial units. Occupiers include online retailers, auctioneers, and service providers; insurance brokers; a gym / health club; a joinery business; a packaging and transit provider; and other manufacturing businesses. The units principally accommodate SME's. The site is a designated employment site within the Local Plan.

Figure 6.15 – Slaidburn Crescent Site Location Plan



- 6.111 The buildings appear to have been built in the 1990s and 2000s. All buildings and the overall environment within the site appear to be of reasonable quality. There is one vacant plot to the north of the Site (0.25 ha in size), otherwise the Site appears to be fully occupied.
- 6.112 The site is within an urban location surrounded by residential development on all sides, apart from the south-west corner where it is neighboured by The Marsh Harrier pub and a small terrace of retail units. Therefore, any uses within the site must suitably protect the neighbouring residential amenity.
- 6.113 Access to the Site is off Fylde Road, which connects into the A565. There is limited parking provision for each unit resulting in a high level of on-street parking, particularly around the entrance to the Site. The lack of parking facilities combined with the need to access the site through the local road network makes it unsuitable for high levels of HGV movements.



- 
- 6.114 The site is close to local amenities with a health centre and Co-op supermarket a short walk from the Site. Bus stops are available on Fylde Road providing regular local services to Crossens, Kew, Formby, Marshside, and into central Southport.
- 6.115 The vacant plot is approximately 0.25ha and it is our understanding that it was previously occupied by a scaffolding business. The plot does not appear to be on the open market as no advertisements have been found online. In May 2007 planning permission was granted for the erection of 5 industrial units within the plot, and in December 2016 permission was granted for the erection of 7 industrial units with the plot, however neither have been implemented. The plot could be suitable for general manufacturing, small scale industrial, or office use and is deliverable in the short term.
- 6.116 Recommendation – This employment area is well occupied, and the building quality and environment are of reasonable quality. It continues to provide suitable accommodation for a range of local businesses. This area should retain its employment designation and be protected under policy for office, light industrial, and manufacturing purposes (E(g), B2 and B8). Due to potential impacts on neighbouring residential amenity and its distance from the strategic road network it has a low suitability for larger industrial and storage and distribution uses. There is 0.25 ha available with development potential.**

---

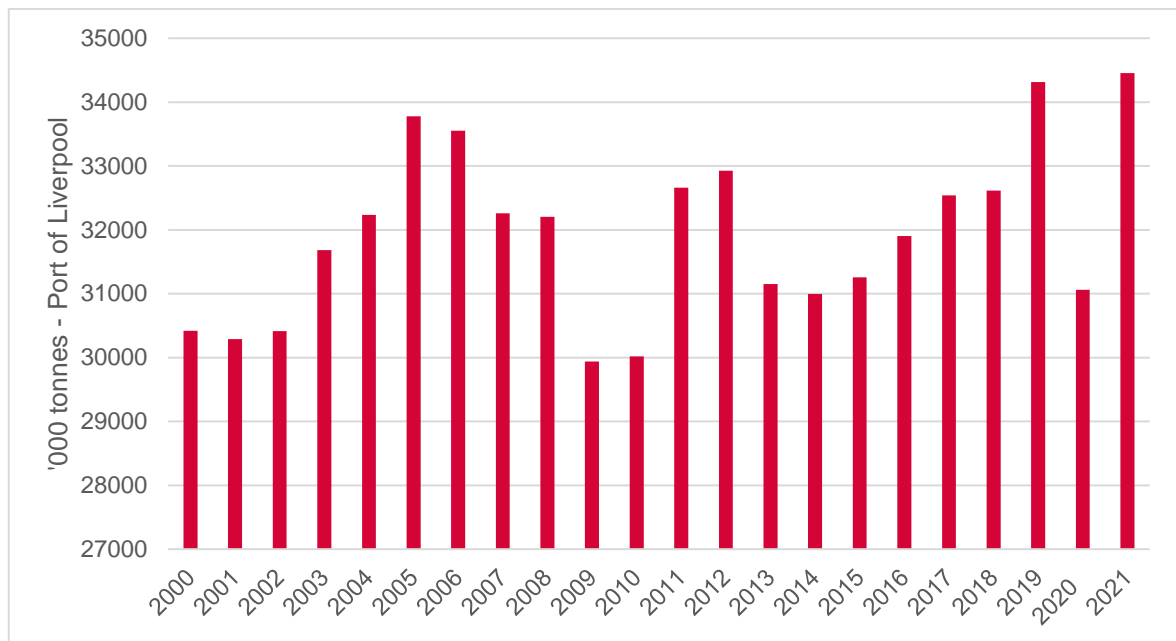
## 7. PORT OF LIVERPOOL

- 7.1 The Port of Liverpool is an enclosed 7.5-mile dock system that runs from Brunswick Dock to Seaforth Dock in Seaforth, on the east side of the river Mersey, and the Birkenhead Docks between Birkenhead and Wallasey, on the west side of the river.
- 7.2 Approximately 3.75km of the Port of Liverpool falls within the Metropolitan Borough of Sefton. This area is designated under Local Plan **Policy ED1 'The Port and Maritime Zone'**. Policy ED1 permits the development, re-structuring, and expansion of the operational port area to the A565 and into the Seaforth Nature Reserve subject to specific criteria. In addition, improvements to access will be required to support the expansion of the Port.
- 7.3 The freeholder of this section of the docks are The Mersey Docks and Harbour Company Limited, which is owned by Peel Ports. There are multiple occupiers and operators within this section of the docks, including a global foods producer, a ferries provider, and various storage, logistics and shipping companies.

### Figure 7.1 – Port of Liverpool within Sefton BC administrative boundary

- 7.4 The Port has received significant investment in recent years to increase the depth of the ports and the widening of entrances to accommodate the world's largest vessels, as well as investments in new cranes and other technology, and the creation of purpose-built terminals for certain requirements to ensure they are the forefront of the industry.
- 7.5 The Ports are very well connected in terms of access to the strategic road network with multiple motorways within a few miles. It however creates significant HGV traffic along the Dunnings Bridge Road Corridor through the Borough.
- 7.6 The DfT Port and Domestic Waterborne Freight Statistics point to periods of stronger and weaker Port performance, related in part to the economic cycle and other factors (such as Covid-19 disruption in 2020). Over the last 10 years, throughput has grown by 5.5%. Much of this growth has been since 2016, influenced by investment including the delivery of Liverpool 2. Of the 34 million tonnes throughput in 2021, around 20 million was on the Liverpool/Sefton side and 14 million on the Wirral.

**Figure 7.2: Port Throughput ('000 tonnes)**



- 7.7 Peel Ports describe the Port as in a relatively mature state with substantial activity and occupiers, and 10-12 major shipping lines which are served. The Port sees trade against a range of commodities which includes grain, scrap metal, construction products, liquids, and containers. Unitarized cargo (containers) have been driving recent growth.
- 7.8 A number of initiatives identified in the 2011 Port Masterplan have now been implemented, including the delivery of the Liverpool 2 deep-sea terminal; a biomass project for the Drax Power Station; and the build out of the Lift Zone area, of c. 20 acres, for Jenkins Shipping.
- 7.9 Policy ED1 supports expansion of the operational Port into the Seaforth Nature Reserve. This was promoted by the Port operator previously, but the site is subject to multiple environmental designations including the Mersey Narrows and North Wirral Foreshore and Liverpool Bay Special Protection Areas (SPAs). The extant Policy supports development in specifically defined circumstances including where it can be demonstrated that there are no alternative sites available and 'imperative reasons of overriding public interest' as to why the development should be permitted, with likely no significant effects on the ecological/ nature conservation designations and suitable compensatory habitat and mitigation delivered. Based on the stakeholder engagement undertaken, IcenI understand that Peel Ports is not currently progressing proposals for the Port's expansion into this area and it does not form part of their future plans. It would therefore not be necessary to retain the provision for expansion in any future review of the Local Plan Policy.
- 7.10 Nonetheless the Port remains of strategic significance both for the Borough, and in economic terms for the region and nationally. Planning policies should continue to support the upgrading of the built form within the Port, including replacement of older units/ buildings which are no longer fit-for-

---

purpose and do not meet modern business needs. Port-related activities are likely to continue to require both warehousing and open storage. It is appropriate to retain the policy focus on port-related activities. A range of forms of development can however take place under permitted development rights within the Port.

- 7.11 Recommendation: The Council should continue to support the operation of the Port and development and investment within the Port and Maritime Zone, in particular for port-related activities or employment activities which do not prejudice port-related activities in the operational port area. It should encourage investment and upgrading of the existing built stock where appropriate, as well as recognising requirements for open storage.**
- 7.12 There is not however an up-to-date Port Masterplan, and the operator is no longer pursuing the expansion of the Port operational area onto the Seaforth Nature Reserve. Based on the current position, and in the absence of alternative evidence, it would therefore be appropriate to remove the second limb of the Policy.**
- 7.13 The Council should continue to promote and support improvements to the access to the Port, such as the Port Access Relief Road, working with the Port Authority and National Highways.**

---

## 8. NON-ALLOCATED SITES

- 8.1 There are a range of non-designated employment sites with the Borough that are established for employment use. A number of such sites have been identified by the Council and have been assessed in this Study for whether they should be designated or allocated for development. A table of the non-designated sites considered is provided below in alphabetical order. There are other pockets of employment activities elsewhere in the Borough and this should not be considered an exhaustive list.

**Table 8.1 Non-Designated Employment Sites**

Non-Designated Employment Sites
Altcar Training Camp
Banastre Road, Southport
Cable Street / Church Road, Formby
Cemetery Road, Southport
Forest Road, Southport
Formby Industrial Estate
Hawthorne Grove, Southport
Land adjacent to Birkdale Village, Southport
Musker Street Crosby
Sandy Lane, Seaforth
Shakespeare Street, Southport
Stamford Road, Southport
Virginia Street, Southport

- 8.2 Our analysis in this section considers how these selected non-designated sites should be treated in policy terms, including if they should be designated/protected for employment purposes. This considers issues such as the quality of the site and buildings, access, its local economic importance, context, and surrounding uses.

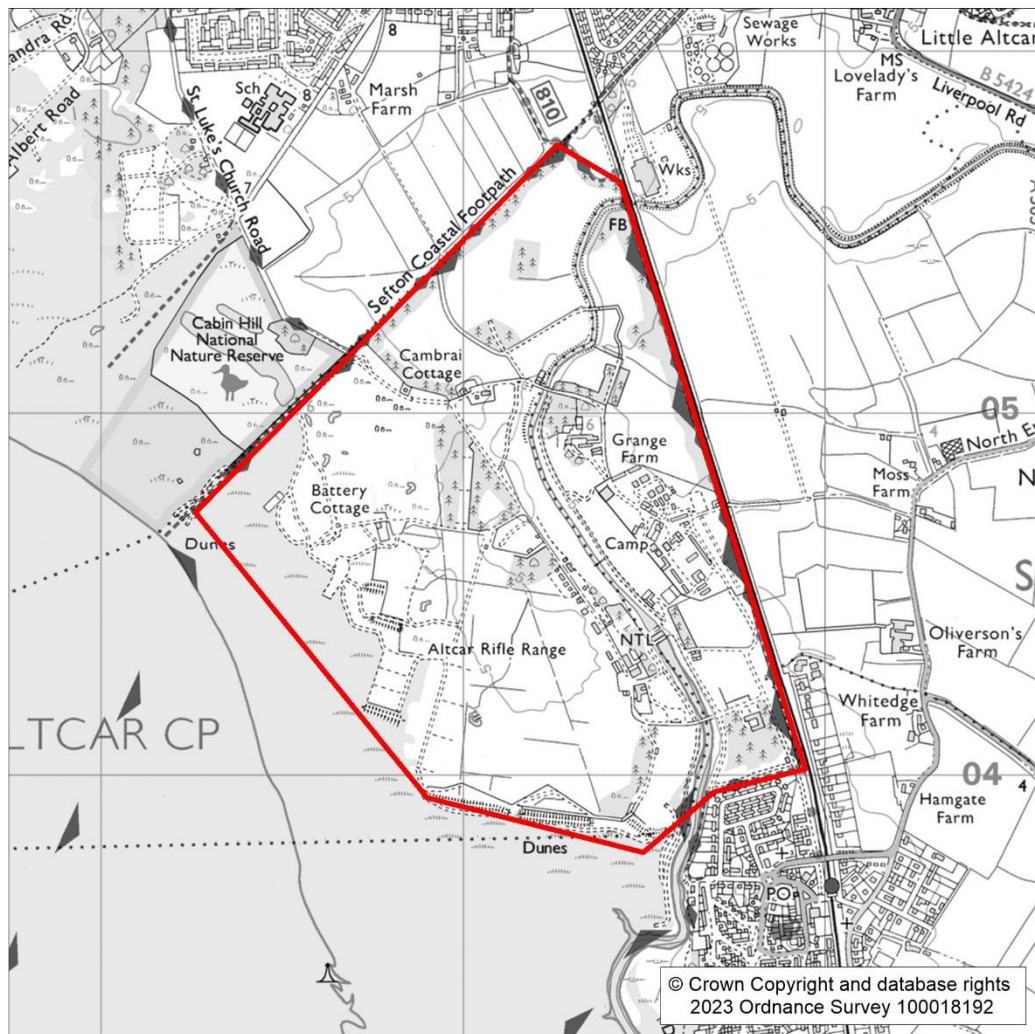
### **Altcar Training Camp**

---

- 8.3 The Altcar Training Camp is a relatively unique business and land use. It is owned and managed by the Northwest Reserve Forces & Cadets Association and is one of the UK's premier facilities for small arms marksmanship training. The estate covers approximately 620 acres of range and dry training areas and 500 acres of beaches and sand dunes. The Camp is not designated or allocated for employment uses. It is within a designated nature site and within the Green Belt.

8.4 Access was not made into the site to understand the quality of the buildings and environment within but is assumed that they are reasonable having regard to the local character. To the north of the site are agricultural fields beyond which is the settlement of Formby. To the east are agricultural fields. To the south is the settlement of Hightown. To the west is Formby Beach and the Irish Sea. The focus of the Camp is for firearms training, meaning there is likely to be noise disturbance for neighbouring residents.

Figure 8.1 - Altcar Training Camp



8.5 Access to the Camp is off Lower Alt Road. It is approximately 1.6-miles (a 5-minute drive) to the A565. It is approximately 400m from Hightown Train Station, which provides regular Merseyrail services to Hunts Cross and Southport.

8.6 Employment development is incompatible with the site's current policy status and Green Belt location and any allocation for future development would require exceptional circumstances to be demonstrated.

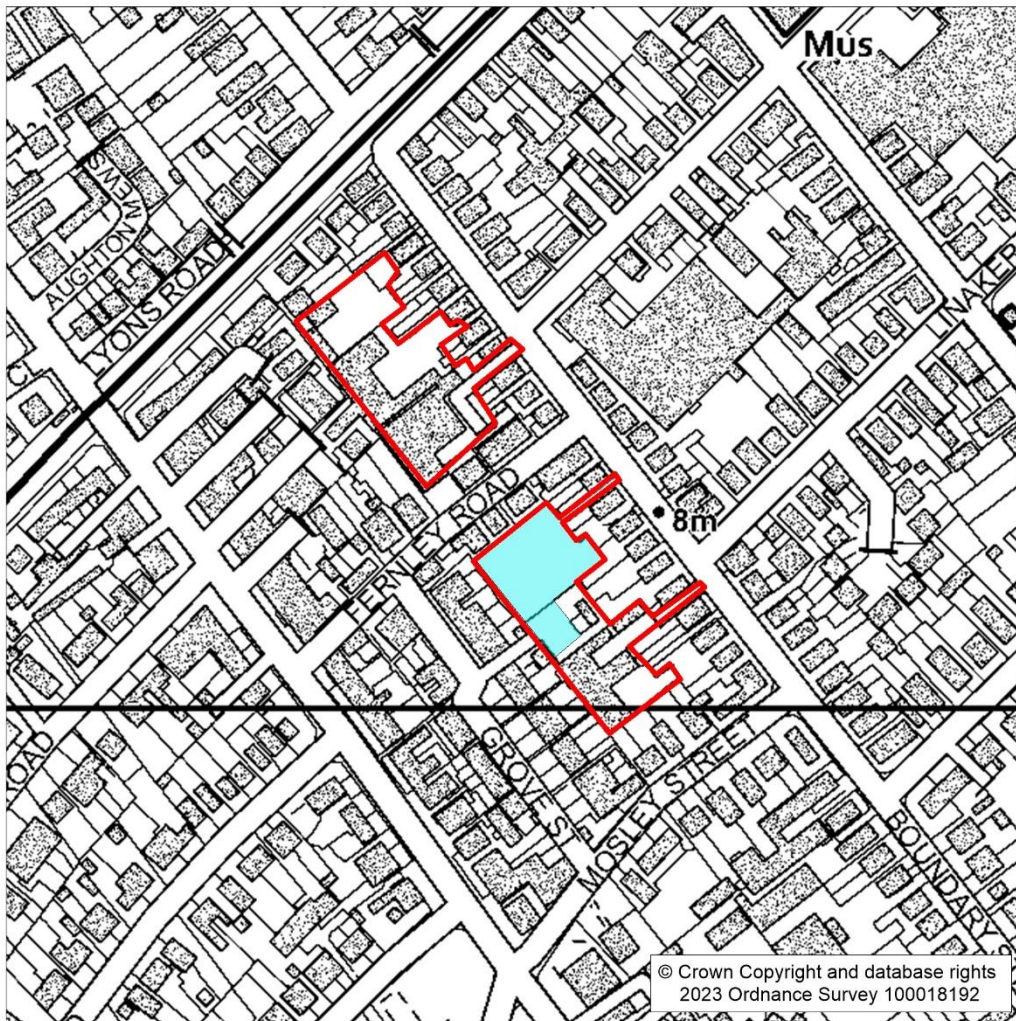
- 
- 8.7 Recommendation: This site has a single occupier with a very specific requirement rendering it unsuitable for a range of businesses. In addition, the site falls within the Green Belt, has a constrained access off local and residential roads and its military use means it would not be suitable for wider general business needs. As a result, it is not suitable for designation or allocation for employment uses.**

#### **Banastre Road, Southport**

---

- 8.8 Banastre Road is a mixed employment area within the centre of Southport Town. It is located to the south of Banastre Road within two backland sites one to the north (Site A) and one to the south (Site B) of Fernley Road. The employment area consists of several separate plots, each with their own access situated between residential dwellings. The sites are not designated or allocated for employment uses but clearly have a history of commercial and employment uses.
- 8.9 The buildings within the sites are a mixture of ages, the overall quality and environment appears reasonable, however, some of the access points into the sites are very narrow even for domestic vehicles. Such accesses are unsuitable for existing occupiers who require vans and other commercial vehicles to enter the sites. One of the units appears to have associated parking and pedestrian access off Fernley Road. Current occupiers include an events management company, a fabrics seller, a flooring seller, a drainage and plumbing specialist, and auto repairs companies.

Figure 8.2– Banastre Road, Southport



- 8.10 In 2017 Outline Planning Permission was granted for part of Site B to be redeveloped to provide 7no. dwellings with a new access road off Banastre Road following the demolition of no. 55 Banastre Road<sup>9</sup>, however no Reserved Matters applications have come forward and, as such, this permission has now lapsed.
- 8.11 Recent planning history at the other plots is all related to commercial uses. The plots appear to be separate ownerships which would make it more challenging to complete a comprehensive redevelopment of these sites for either commercial or residential use.
- 8.12 The sites are surrounded by residential development on all sides. It is necessary for any occupiers within the sites to operate in a manner which does not lead to adverse impacts on residential amenity.

<sup>9</sup> Application Ref: DC/2016/01472



The sites could be suitable for residential uses, however, as with the now lapsed outline permission, this may require the removal of existing residential dwellings to create suitable accesses.

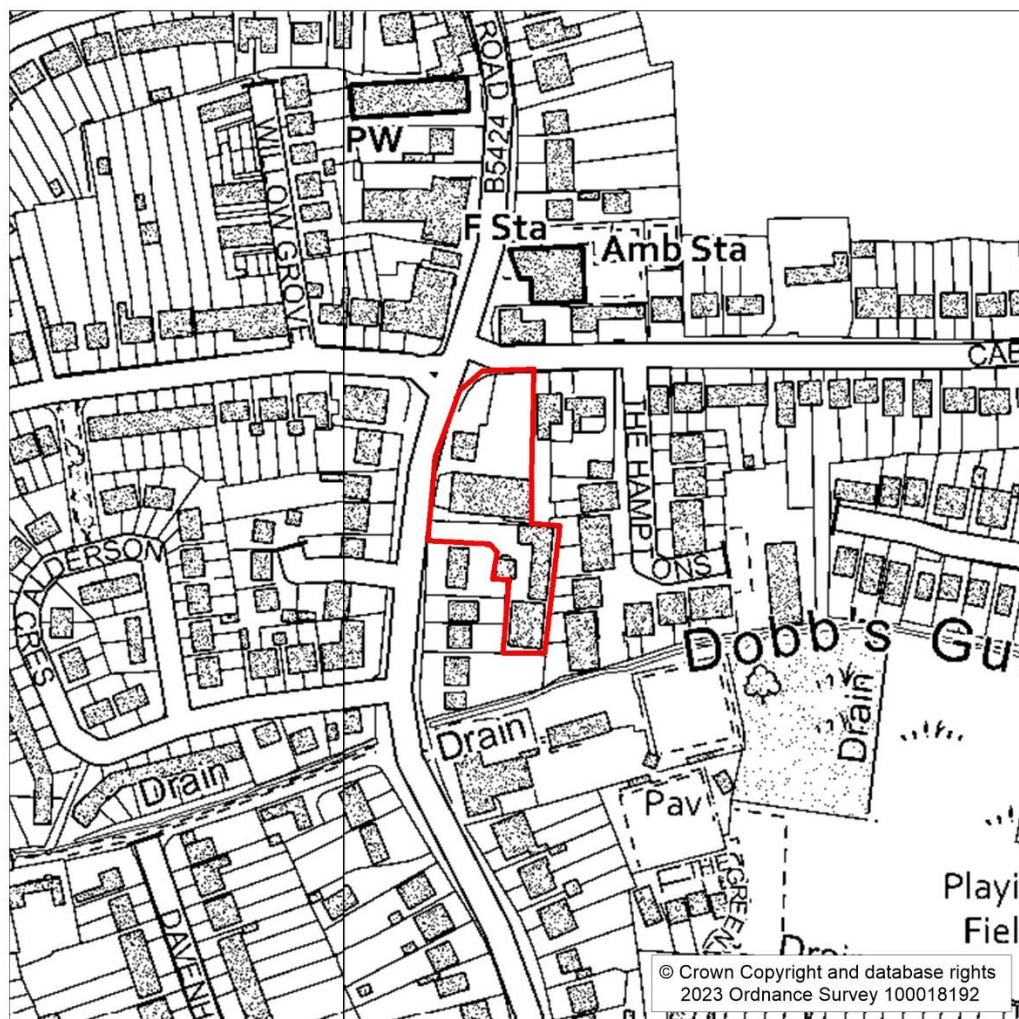
8.13 Bus stops are available a short walk from the Site on Shakespeare Street, served by regular services to Hillside and High Park. There are also local shops and services available on Shakespeare Street. The site is approximately a 20-minute walk from Southport Station.

8.14 **Recommendation – The sites off Banastre Road do not provide suitable accommodation for employment uses, primarily due to the narrow accessways. They are not attractive for development of modern commercial premises. As a result, the sites should not be designated or protected for employment uses under planning policy.**

#### Cable Street / Church Road, Formby

8.15 The Cable Street / Church Road area is a non-designated employment area within the town of Formby. The site is located to the south of Cable Street and east of Church Road at their junction.

Figure 8.3 – Cable Street / Church Road



- 
- 8.16 The site is split into three separate ownerships but visually split into two separate plots. The northern plot sits at the junction of Church Street and Cable Street and is occupied by a Timber Merchants. Historic street-view images of the site show it as a former petrol and vehicle service station. To the southern plot is an L-shaped backland plot accessed off Church Road. Signage outside the plot relates to audio-visual businesses, however, it does not appear to be in active use. Planning history for the plots relates to commercial uses. The buildings and environment of both plots are of reasonable quality.
- 8.17 To the east of the site is a recently completed housing development ('The Hamptons'). To the south of the site are residential dwellings. To the west are residential dwellings and a church fronting Church Road. To the north are residential dwellings, a vehicle repairs/servicing garage, and Formby Community Fire Station. There are other high street uses on Church Road, Cable Street, and the adjoining Old Mill Lane. Therefore, the site is within an urban location.
- 8.18 Access to the sites is via the local road network. Both sites have wide access points but limited internal circulation making them unsuitable for HGVs. There are bus stops adjacent to the sites on Church Road which are served by regular services towards Crossens and Southport, Liverpool, and into Formby. The site is, therefore, in a sustainable location.
- 8.19 **Recommendation – The northern plot appears to function well for its existing occupier and is in a prominent location within a local centre. Due to its sustainable local centre location, it could also be suitable for other light industrial uses, as well as retail or residential.**
- 8.20 **The southern plot is constrained due to its location between residential dwellings. Although there is a wide access point there appears to be limited circulation space within the site for vehicles or parking, therefore limiting its suitability for commercial uses. This site could be suitable for residential uses, subject to design and amenity considerations.**
- 8.21 **As a result, neither plot is suitable for designation or protection of employment uses under planning policy for employment uses alone.**

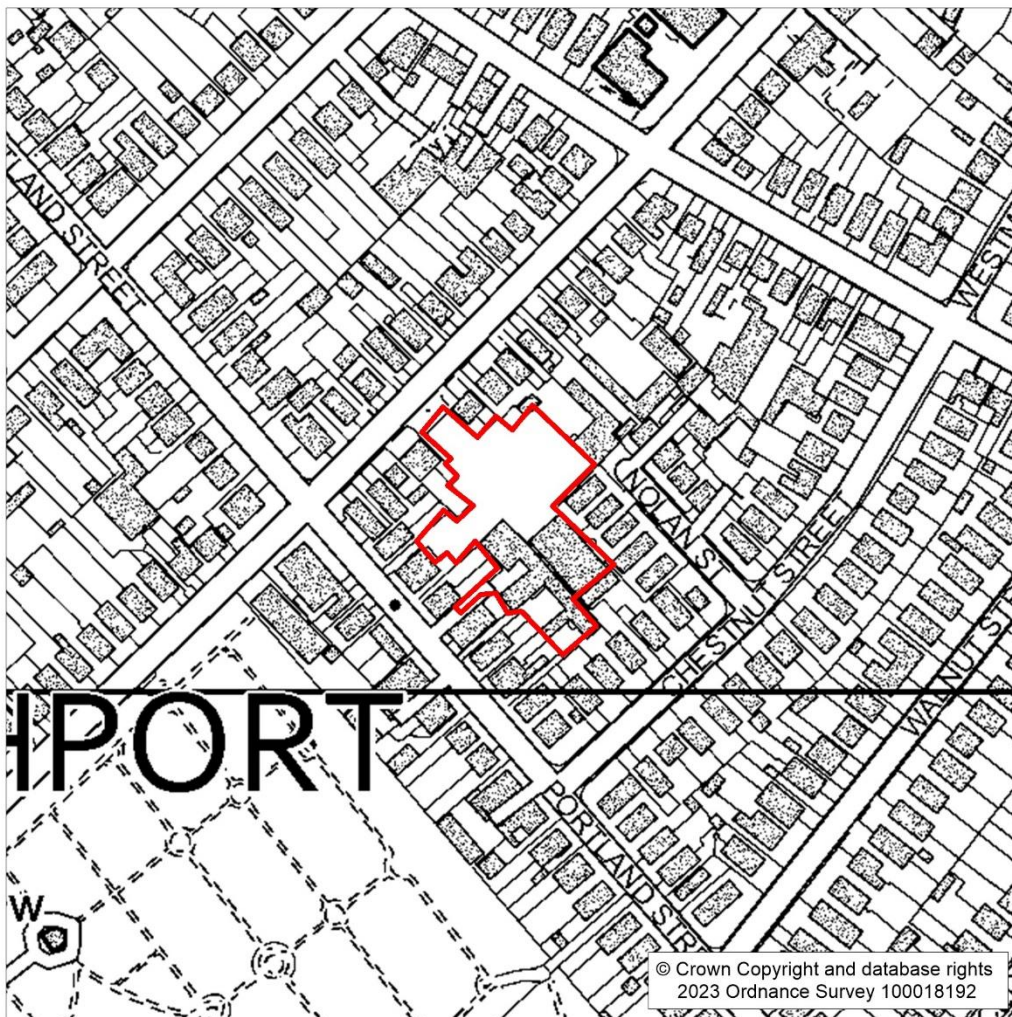
### **Cemetery Road, Southport**

---

- 8.22 Cemetery Road is a backland industrial site surrounded by residential development. It is located on the south-eastern side of Cemetery Road and north-east of Portland Street in Southport. The main part of the site is occupied by a Timber and Builder's merchants, which is accessed from Cemetery Road. There are smaller adjacent units which are accessed from Portland Street with accessways between residential properties. The site primarily consists of open storage with a collection of buildings to the south-east of the site. It appears that the whole site is occupied.

- 8.23 The main access off Cemetery Road is reasonably well suited for HGVs, although there is a prevalence for on-street parking which could impact on accessibility. However, the secondary access points via Portland Street are extremely narrow for standard vehicles. Portland Street is a narrow residential street with high amounts of on street parking. There is reasonable space within the main area of the site for HGV turning and circulation but not at the secondary sites off Portland Street.
- 8.24 The internal environment is of a reasonable quality, it is clear of detritus and is well maintained. The age of the buildings is varied, with 50% likely built in the 1970s/80s and the remaining 50% in the 1990s. In any case, the buildings look in reasonable condition.

Figure 8.4 – Cemetery Road



- 8.25 It is possible that the uses within the site generate noise pollution and higher levels of vehicle movements, including HGV traffic, which could impact on the neighbouring residential amenity, if not appropriately managed.

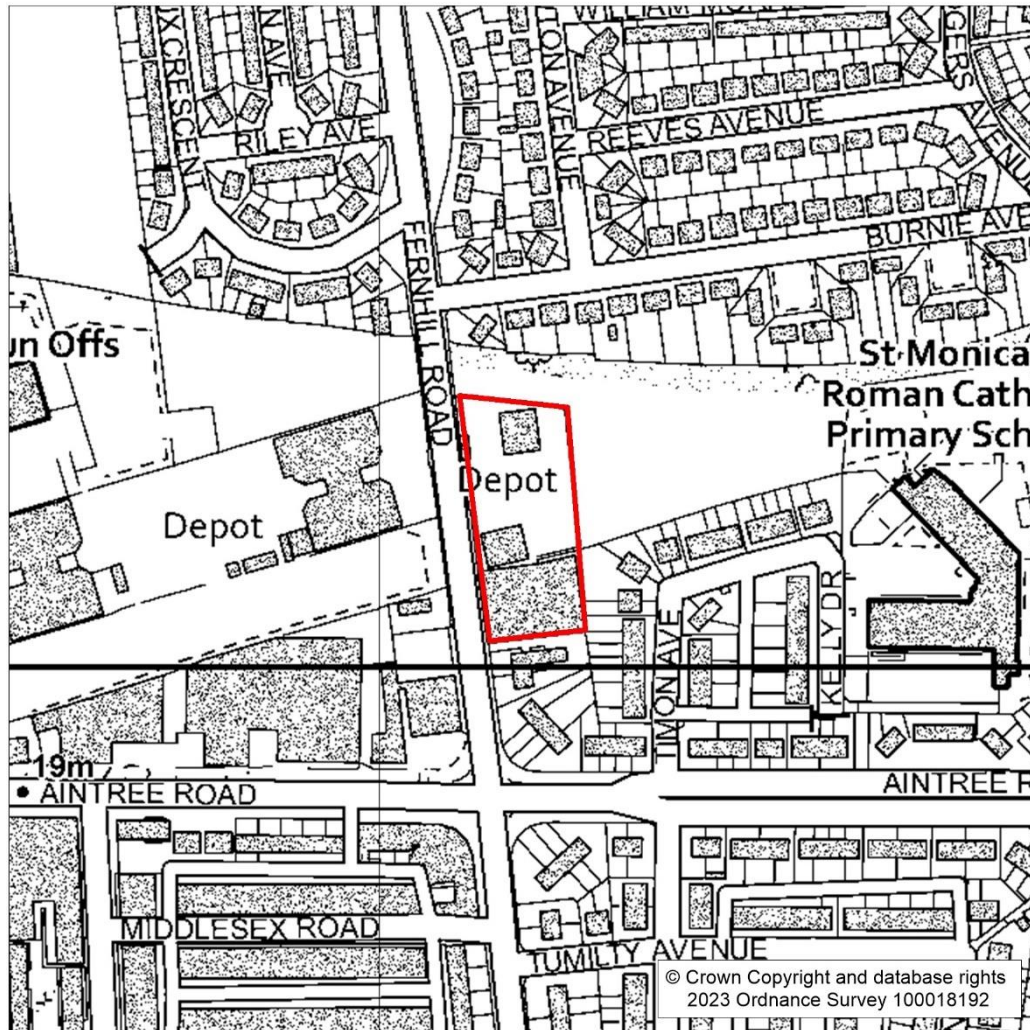
- 
- 8.26 There are bus stops on Cemetery Road, including one directly opposite the site, providing approximately hourly services to Birkdale and Southport and occasional services to Banks, High Park, and Kew. Southport Train Station is approximately a 1.1-miles (23-minute) walk from the site. There are some local services and facilities within proximity to the site, meaning it is a sustainable location.
- 8.27 Due to the site's sustainable location within a residential area, it has redevelopment potential for alternative uses, including residential use. However, the site would also be suitable to remain within commercial / light industrial use and uses could be intensified within the main area of the site. The site has a medium overall attractiveness in terms of quality of environment for small businesses, however accessibility and neighbouring uses will deter some occupiers.
- 8.28 Overall recommendation – The site should not be designated or protected for employment uses under planning policy. Due to the site's sustainable location consideration should be had for the site to be allocated for residential uses.**

#### **Fernhill Road West**

---

- 8.29 The Fernhill Road West employment site is located on the eastern side of Fernhill Road totalling approximately 0.5ha. It is adjacent to the Hawthorne Road / Acorn Way designated employment area. It is an established employment site but is not designated or allocated for employment uses.

Figure 8.5 – Fernhill Road West



- 8.30 Within the site are two plots, the northern plot is occupied by a Commercial Plant Vehicle provider, and the southern plot is occupied by a Bed and Furniture wholesaler. The buildings are primarily brick built, likely built in the mid-1900s. Within the northern plot is an area of hardstanding which is used as open storage for various vehicles and machinery. The quality of the buildings and environment is poor, in comparison to current standards. The two plots are occupied and appear in active use.
  
- 8.31 The Site is within an urban location. To the north and south are residential areas. To the west is the Hawthorne Road / Acorn Way designated employment area, and to the east are the grounds of the St. Monica's RC Primary School. Due to the surrounding context, there is limited opportunity to extend the site.
  
- 8.32 Access into the plots is directly off Fernhill Road. Fernhill Road is a local road which is subject to on-street parking by domestic and commercial vehicles. As a result, the carriageway is narrow, this

---

combined with the narrow or low-level access points into the plots means this site is unsuitable for HGVs.

8.33 There are bus stops available a short walk from the site on Fernhill Road. These provide regular services into Bootle and occasional services to Litherland and Aintree. There are further bus stops on Aintree Road which provide regular services into Bootle, and towards Liverpool City Centre, Aigburth Vale, and Southport.

**8.34 Recommendation: This is an established employment site which is fully occupied and provides suitable accommodation for small businesses. The buildings and environment are in reasonable condition. It could be considered to inclusion within the neighbouring Hawthorne Road / Acorn Way designated employment area. Given the site size and adjacency to residential, it is recommended to leave the site undesignated and subject to market forces.**

#### **Forest Road, Southport**

---

8.35 The Forest Road site is in an urban location to the west of the A5267 (Ash Street) and is south of the rail lines. To the south of the site are residential and commercial properties fronting Forest Road within a local high street. The site is not allocated or designated for employment uses.

8.36 The site comprises several linear buildings with a car park to the rear. The buildings are vacant and in deteriorated state. According to public records, the site is known as 'Sefton Council Works'. It was used by the Council's Highways Department and is owned by Sefton Council.

8.37 The overall environment is of a poor quality and the buildings are in a dilapidated state.

8.38 The site is accessed via Back Forest Road, off Forest Road. The site is accessed via local roads, many are residential streets. There is a reasonable access into the site itself, but turning the corner, the rest of Back Forest Road is a single narrow access road only suitable for serving the properties fronting Forest Road. The site extends as far as underneath a narrow, low bridge along this road. Above this sits the A5267. There is no suitable turning head for large vehicles, therefore the site is unsuitable for HGVs.

8.39 The site is within proximity to bus stops on Forest Road providing regular services towards Kew, Formby, and Crossens. Southport Train Station is approximately a 15-minute walk away with regular services to Hunts Cross and Alderley Bridge.

8.40 Residential dwellings sit at the entrance to Back Forest Road and along the boundary of the site. Future occupier would need to be mindful of residential surroundings in terms of noise and HGV vehicle access.

Figure 8.6 – Forest Road



- 8.41 In December 1996 planning permission was granted for the site to be redeveloped to provide housing, however, this was not implemented.
- 8.42 The site does not appear to be actively marketed for let or sale. It could be redeveloped for small-scale commercial/industrial uses, potentially providing units suitable for start-ups. Alternatively, it could be redeveloped for residential uses. Any redevelopment of the site would be limited by the existing access and would need to consider amenity impacts from the neighbouring rail lines.
- 8.43 **Recommendation – The site is not in active use and appears to have been left vacant and in disrepair for some time. The existing buildings are unlikely to be suitable for modern business use and therefore the site should not be designed as an existing employment area. To be brought into a viable use the site would need to be completely redeveloped. This could be for employment or residential uses. Employment uses should be limited to offices or light industrial considering potential impacts on neighbouring residential amenity and would likely consist of small-medium sized units aimed at local businesses. However, office floorspace is**

unlikely to be in demand in this area. Elements such as the existing accessway and the proximity to the rail lines will need to be considered when determining what uses the site should be allocated for. Residential development is considered more likely having regard to the site location and values.

### Hawthorne Grove, Southport

- 8.44 Hawthorne Grove is a site occupied by a single user, Jewsons Builders Merchants. It is located on the south side of Bispham Road and west of Hawthorne Grove. It is adjacent to Meols Cop train station. There are a few small industrial style buildings within the site, but the majority consists of open storage. The site is in existing employment use but is not allocated or designated within the Local Plan.

Figure 8.7 – Hawthorne Grove



- 8.45 There are residential dwellings to the north, east and south of the site, and beyond the train station to the west are further residential dwellings. Therefore, protecting residential amenity is a key



---

consideration for uses within the site. The site is within walking distance of local services and facilities on Bispham Road.

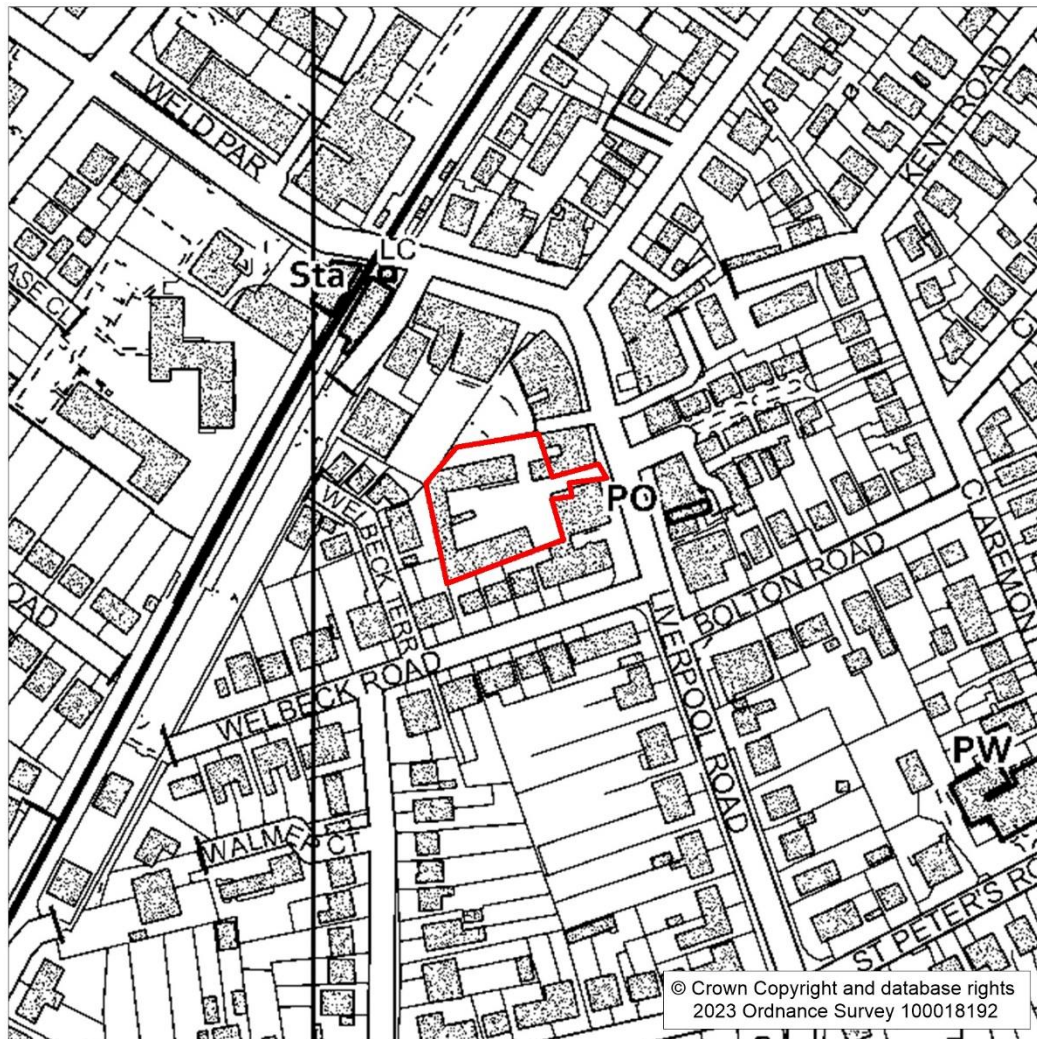
- 8.46 The buildings within the site and the remaining grounds look of reasonable quality and appears well cared for. There is a level change into the site. This may not be attractive to some potential users. However, it is not so significant as to prevent vehicle or HGV access and there are suitable areas for parking and turning within the site.
- 8.47 The site appears to function well for the current occupiers, but employment use could be intensified within the site, utilising the areas currently in use for open storage, subject to market demand.
- 8.48 Recommendation: The site is well established as an employment site and serves the existing occupier well. Due to the site's location within a residential area and directly adjacent to a train station, it has a high suitability for residential use. However, it is in active use for employment but with limited current activity levels. The locational constraints and limited activity mean it is not considered suitable for designation for employment uses. It may be appropriate to consider the suitability of the site for redevelopment as part of a new Local Plan.**

#### **Land adjacent to Birkdale Village, Southport**

---

- 8.49 This site ('Land adjacent to Birkdale Village') is located to the west of Liverpool Road in the Birkdale area of Southport. It is within the Birkdale Conservation Area which contains several non-designated heritage assets.

Figure 8.8 – Land Adjacent to Birkdale Village Site Location Plan



- 8.50 The site has a single occupant, a builder's merchant. Within the site are several buildings in a horseshoe shape around the perimeter of the site, with an open area of hardstanding within the centre. The buildings are of varying ages between the 1940s to 1990s but appear to be of reasonable quality, as does the internal environment.
- 8.51 The site is within an urban location. The adjacent section of Liverpool Road consists of the High Street for Birkdale Village and comprises a variety of local and shops and service providers. To the north of the site are commercial high street uses with associated parking, to the east are high street uses fronting Liverpool Road, to the south and east are residential dwellings fronting Welbeck Road and Welbeck Terrace, respectively.
- 8.52 Access to the site is off Liverpool Road. The access point is relatively wide and can accommodate HGVs. However, due to the location of the site in the middle of an urban area, with access provided off local roads, it is not suitable for high levels of HGV movements. The internal area of hardstanding

---

provides an opportunity for vehicles to turn within the site, however it is also used for open storage which may be restrictive, particularly to larger vehicles.

- 8.53 The use of the site by HGVs would give rise to noise, air pollution, and highways safety concerns, particularly in relation to neighbouring residential dwellings and members of the public visiting the high street.
- 8.54 The site is a short walk (0.1-mile / approximately 2-minute) to Birkdale Station which is served by regular Mersey rail services towards Hunts Cross and Southport. Bus stops are available within approximately 100m of the site, served by several routes with regular local services to Ainsdale, Crossens, and Southport, as well as towards Liverpool.
- 8.55 Due to the constrained nature of the site, and the surrounding context, it is not suitable for intensification or expansion.
- 8.56 Recommendation – The site appears to function well for the existing occupier but is not suitably located for such employment uses being just off a village high street due to amenity impacts from the amount of HGV movements. Due to the constrained nature of the site, and the surrounding context, it is not suitable for intensification or expansion. As a result, the site should not be designed or protected for employment uses under planning policy.**

#### **Musker Street, Crosby**

---

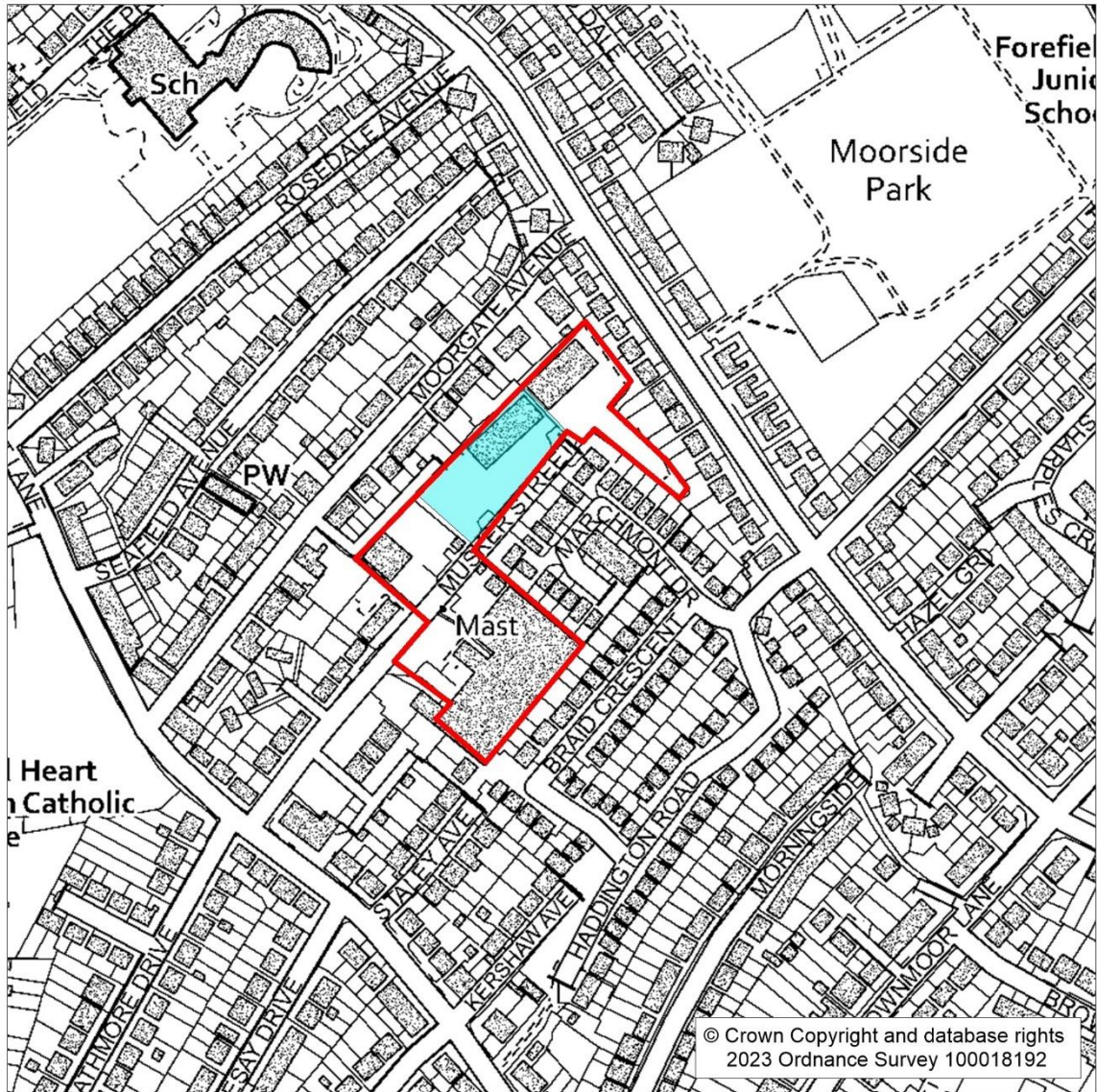
- 8.57 The Musker Street employment site is located on the east and west sides of Musker Street in Crosby. It is an established employment site but is not designated or allocated for employment uses. There are a range of landowners and occupiers, and the overall site is split into multiple plots. Occupiers include: a timber merchants, a convenience foods producer, and a motorcycle parts producer.
- 8.58 The Musker Street employment site is in an urban location within Crosby and is surrounded by residential dwellings on all sides. One of the plots within the site received planning permission in June 2017 for the demolition of an industrial unit and the erection of 30 no. dwellings<sup>10</sup>. This development is now complete.
- 8.59 One of the plots (3-4 Musker Street) was formerly occupied by Travis Perkins but is currently vacant and is being actively marketed by agents for sale on a long leasehold basis. At the time of writing, the agent's website states the site is currently under offer. The plot comprises a warehouse unit

---

<sup>10</sup> Application Ref: DC/2014/01124

surrounded by hard standing, presumably previously used for open storage. We assume this will be reoccupied short-term.

Figure 8.9 – Musker Street Site Location Plan



- 8.60 The quality of the buildings and environment within the area is reasonable. Access to the site is via the local road network. There is also limited parking available for some of the plots, leading to on-street parking. Overall, the site is not well suited for use by HGVs.
- 8.61 The area is located within a few minutes' walk of bus stops on Endbutt Lane. These are served by regular services into Waterloo and towards Thornton, Kirkby, Knowsley Industrial Park, and Liverpool. The closest train station is Waterloo Station, approximately a 1.1-mile (23-minute) walk from the site.

---

8.62 Due to the areas urban location surrounded by residential development, it would also be suitable for residential uses.

**8.63 Recommendation: the site provides reasonable quality stock and is actively used, but its location and relatively modest economic contribution means that we do not consider that it should be designated for employment uses and protected through planning policy.**

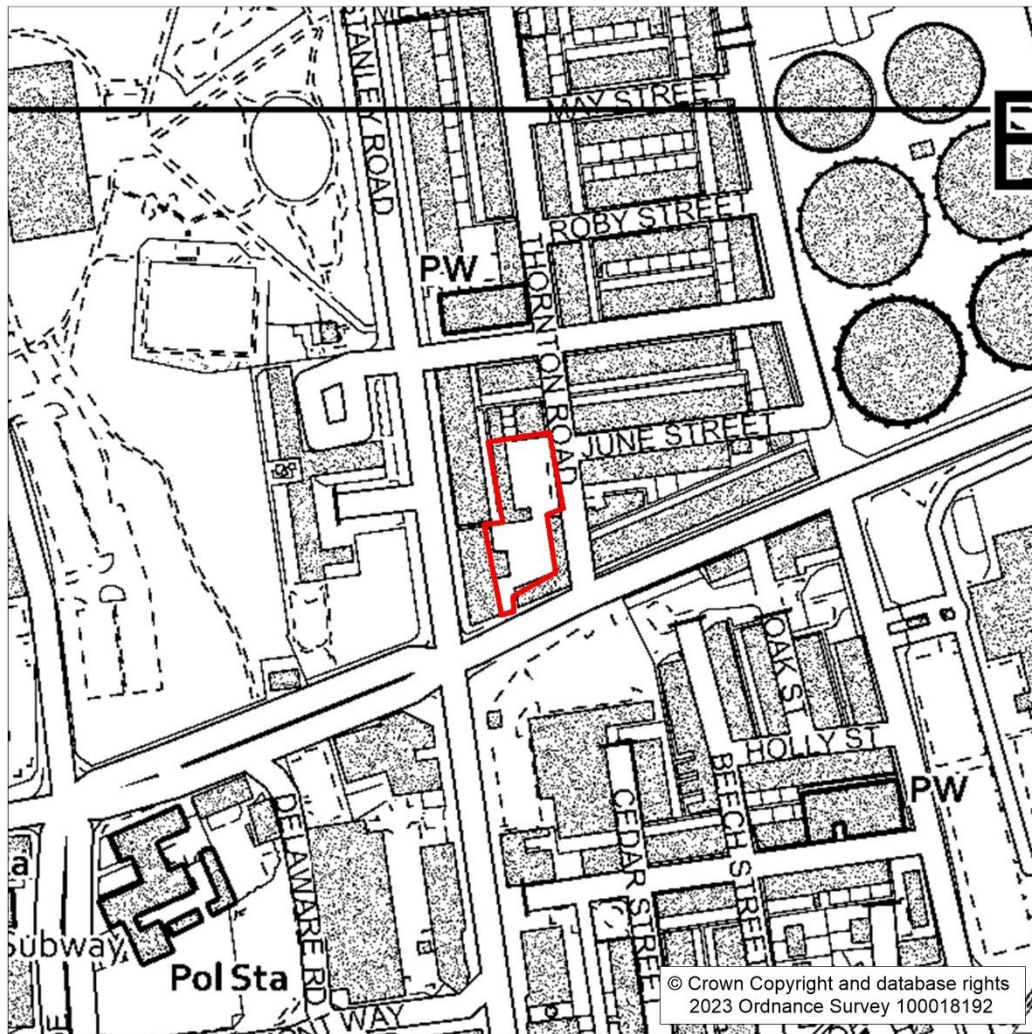
#### **Parrs Corner, Bootle**

---

8.64 The employment area at Parrs Corner is a backland site on the northern side of Marsh Lane between Stanley Road, and Thornton Road. Within the site are two L-shaped buildings, one to the north-west and one to the south-east. The units to the north face internally to the site, whereas those to the south primarily face Marsh Lane. The centre of the site is hardstanding which is used for parking and circulation. Within the are small scale businesses include a signage company, as well as printing, and embroidery service providers.

8.65 The internal environment and the buildings are of a relatively poor quality. The buildings to the south, as well as the remaining section of exterior wall, are from the early 1900s whereas the buildings within the site are from circa 1960s.

Figure 8.10 – Parrs Corner



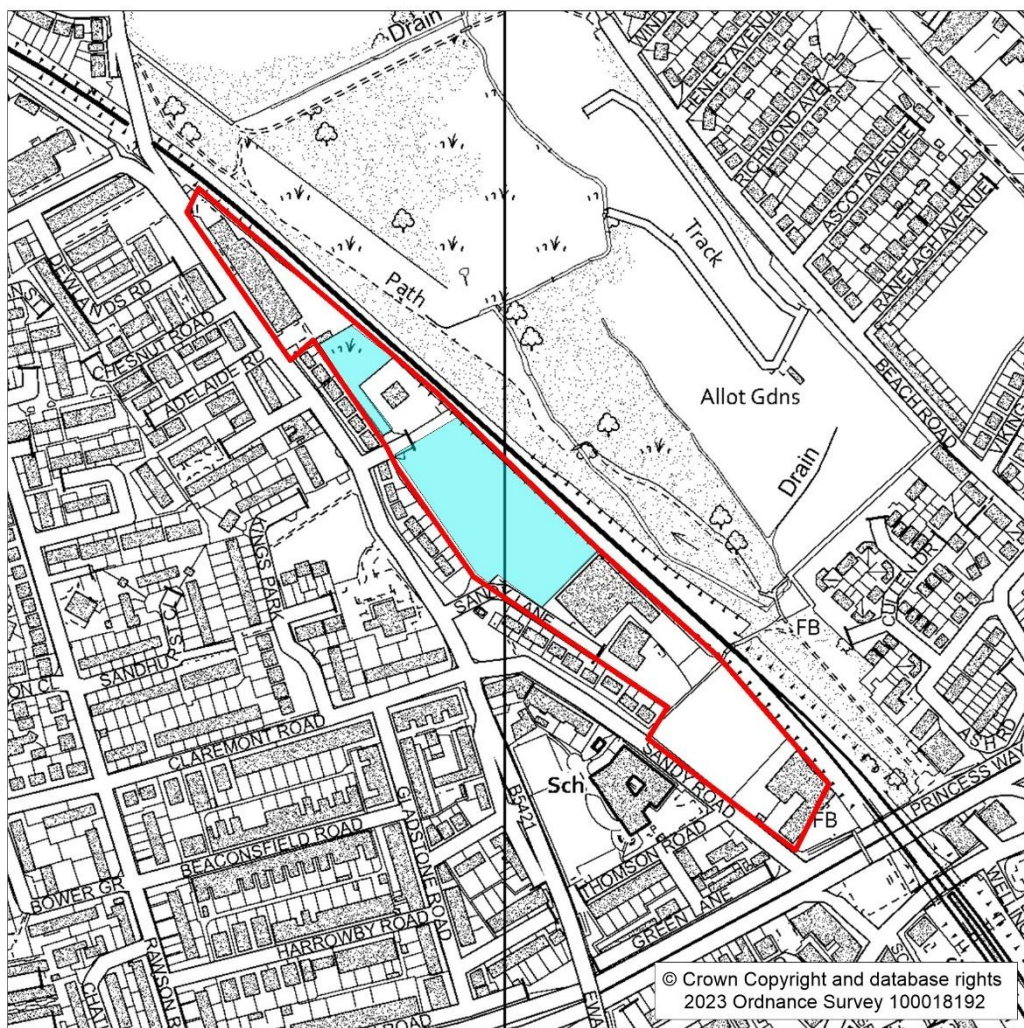
- 8.66 Access into the site is from Marsh Lane. The access point is located very close to a crossroads and is quite narrow, which results in road safety issues. It can accommodate domestic vehicles and potentially small commercial vehicles but is not suitable for HGVs. Parking within the site is on an informal basis and there are no designated areas for circulation or turning. A secondary access from Thornton Road is no longer in use and closed off using fencing.
- 8.67 To the north and east of the site are residential dwellings. To the south, over Marsh Lane, is a supermarket and residential dwellings. To the west is a parade of shops fronting Stanley Road which accommodation above, beyond which is North Park.
- 8.68 There are bus stops directly south of the site on Marsh Lane, providing regular services towards Aigburth Vale, Netherton, Bootle, and Southport. Additional bus stops a short walk away on Stanley Road also provide regular services into Central Liverpool and to Mossley Hill.

**8.69 Recommendation – This site is small, constrained, of poor quality, and has an unfavourable access point. It appears to provide limited employment floorspace. As a result, it is not recommended to designate or protect this site for employment uses under policy.**

### Sandy Lane, Seaforth

8.70 The Sandy Lane employment area is also known as the Seaforth Industrial Estate. It is an established employment area but is not allocated or designated for employment use. The Industrial Estate consists of a strip of land between residential dwellings fronting Sandy Road and rail lines.

Figure 8.11 – Sandy Lane Site Location Plan



8.71 The site is under multiple ownerships although a large part of the site is under the control of one leaseholder. There are vacant plots within the Estate, including a large plot within the centre of approximately 1ha. Historical satellite images show this central area was fully developed until 2019 when the warehouse buildings were demolished, and the site cleared.

- 
- 8.72 The buildings within the site appear to have been constructed in the 1980s/1990s. There are several occupiers within the Estate, including: an engineering firm, a sports goods retailer, and gym, a truck repairs workshop, a sheet metal services provider, a vehicle scrap yard, a removals and storage company, a charity superstore, and offices for Autism Initiative UK. The buildings and internal environment are of mixed quality but reasonable overall.
- 8.73 The site is located adjacent to the strategic road network but requires access via local, residential roads. Access into the site is via multiple points off Sandy Road. Sandy Lane has a wide accessway which appears suitable for HGVs. The internal roads are mostly suitable for domestic and small commercial vehicles, they could accommodate HGVs but there is limited internal circulation space.
- 8.74 The Estate is in an urban location. There are residential dwellings to the west. To the east are rail lines, followed by open fields and allotments. To the north are rail lines, recreation fields, and residential dwellings. To the south is the A5036 (Princess Way), over which is a Park and Ride, a scrap yard, and Seaforth & Litherland Station. There are bus stops adjacent to the site on Sandy Road, served by regular services to Great Crosby and Liverpool. The site is also approximately a 10-minute walk from Seaforth and Litherland Rail Station.
- 8.75 At the time of writing, the vacant land within the centre of the Estate is currently being advertised for let as open storage land. However, the site could also be suitable for light industrial or general manufacturing uses.
- 8.76 The site's location in proximity to the docks and the strategic road network give it a good level of potential as an employment site. However, an apparent lack of recent investment has prevented the site meeting its potential. The site could be suitable for alternative uses, including residential, subject to amenity impacts from the neighbouring rail lines.
- 8.77 Recommendation: The site provides opportunities and accommodation to serve some local businesses but does not of strategic level importance. As a result, the site should not be designated or protected for employment uses under planning policy.**

#### **Shakespeare Street, Southport**

---

- 8.78 The Shakespeare Street employment area is located on the south-eastern side of Shakespeare Street in Southport. It is surrounded by residential dwellings on three sides. The site is in mixed-use. It is not designated or allocated within the Local Plan.
- 8.79 There is a mix of building ages and types, ranging from the 1960s/70s to the 2010s. The overall quality of the environment is reasonable, and buildings appear to be in a good state of repair. Occupiers within the site include a beauty supply store, a plumbing supply store, a funeral care

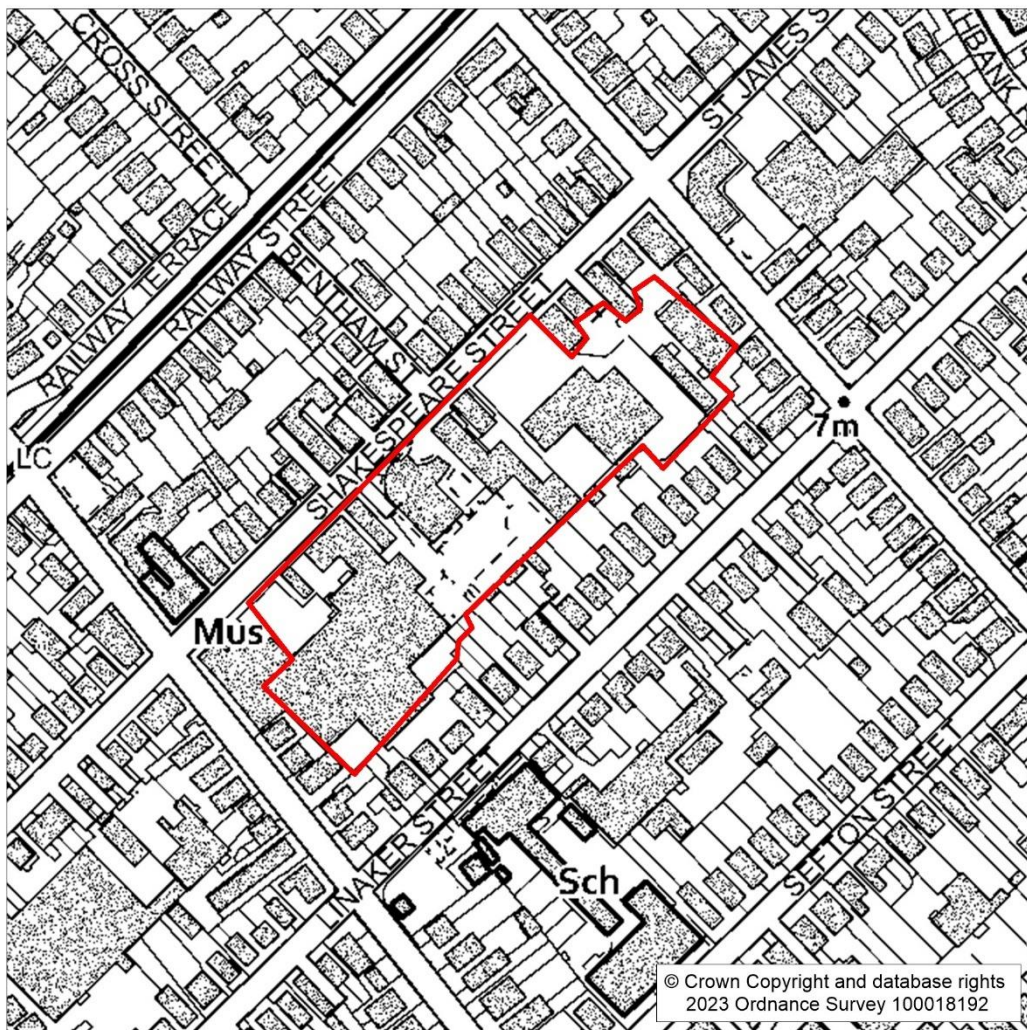


business, and an insurance agency. The site is within multiple ownerships. Estate Agents Advertisement boards were in place outside a small office block named 'The Shakespeare Centre' stating up to 908sqm was available for let. No other marketing boards were visible. Some units appear to be vacant; it is therefore assumed there is a vacancy rate of 0-25%.

8.80 There overall quality of the environment was reasonable and could be highly attractive due its location, however, accessibility and the size of units available may deter some occupants.

8.81 To the north-west of the site are residential dwellings and high-street businesses operating from Shakespeare Street. To the north-east are residential dwellings and commercial uses on Portland Street. To the south-east are residential dwellings and an Infant School fronting Linaker Street, and to the south-west are residential dwellings and commercial uses fronting Duke Street.

Figure 8.12 – Shakespeare Street Site Location Plan



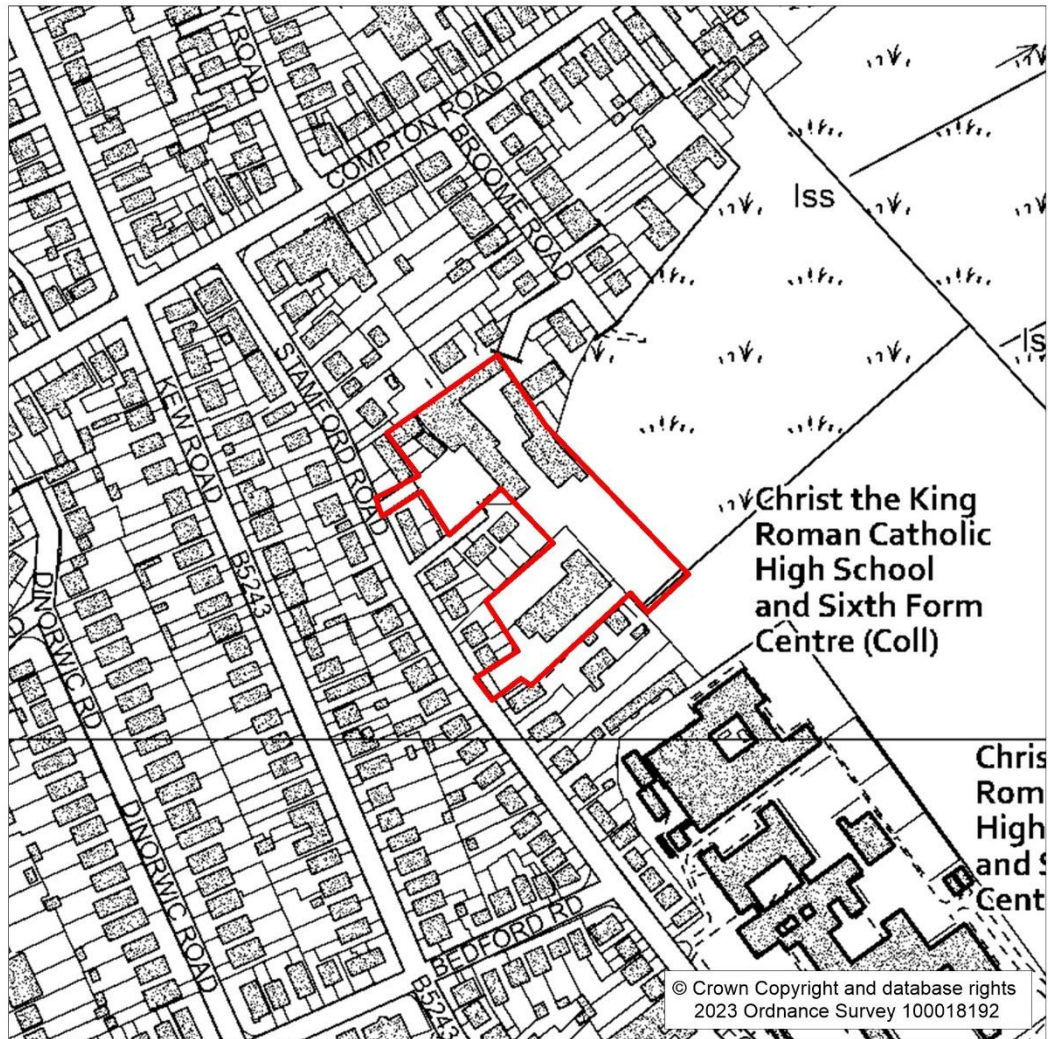
- 
- 8.82 There are multiple access points into the site for the various occupiers. They are typically suitable for standard vehicles but would not be suitable for HGV access. Allocated on-street parking is available along Shakespeare Street, narrowing the available road width, also making the street unsuitable for HGV access.
- 8.83 There are bus stops available on Shakespeare Street providing regular services to High Park and Hillside. Southport train station is approximately 0.8-miles (16-minute) walk from the site. There are local services and amenities within walking distance of the site, including a supermarket and a local cultural attraction, the British Lawnmower Museum.
- 8.84 There are no significant amenity concerns in relation to the existing uses within the site. Any future uses would need to be considerate of protecting the neighbouring residential amenity.
- 8.85 Due to the sites sustainable location surrounded by residential development, it would also be suitable for residential uses, which could include an element of Class E to add to this local centre. However, due to site being in multiple ownerships it is unlikely to come forward under a comprehensive redevelopment scheme. The Shakespeare Centre could benefit from permitted development rights to convert it to residential use.
- 8.86 Recommendation – The site appears to serve the existing businesses well and provides a variety of accommodation choices for local businesses. However, it is not in a strategically appropriate location off a local centre and surrounded by residential development. As a result, it should not be protected or designated for employment uses under planning policy.**

#### **Stamford Road, Southport**

---

- 8.87 The Stamford Road employment area is located on the north-east side of Stamford Road to the east of Birkdale in Southport. It is in an urban fringe location. The area consists of two plots with separate access points. The site is under multiple ownerships, including a section which is owned by Sefton Council. There are a mixture of employment uses on the sites. Current occupiers include a dairy, a welder, and a vehicle repair shop.

Figure 8.13 – Stamford Road Site Location Plan



- 8.88 Within the site are several commercial and industrial looking buildings along with areas of hardstanding and parking. Parking for the dairy, to the north of the site, is particularly constrained, relying on triple tandem parking and some unallocated parking to provide sufficient spaces. The rear of the site appears to be used for HGV parking. Between the two employment sites are residential properties fronting Stamford Road.
- 8.89 The buildings within the sites appear to have been constructed in the 1980s/1990s. The buildings and surrounding environment appear to be in reasonable condition. The existing uses may cause some disturbance in terms of noise and pollution due to the comings and goings of HGVs and other vehicles. Due to the neighbouring residential and education uses, any occupiers would need to operate in a manner which protects residential amenity.
- 8.90 To the north and west of the site are residential dwellings. To the east are open fields, including agricultural land. To the south are residential dwellings and a high school.

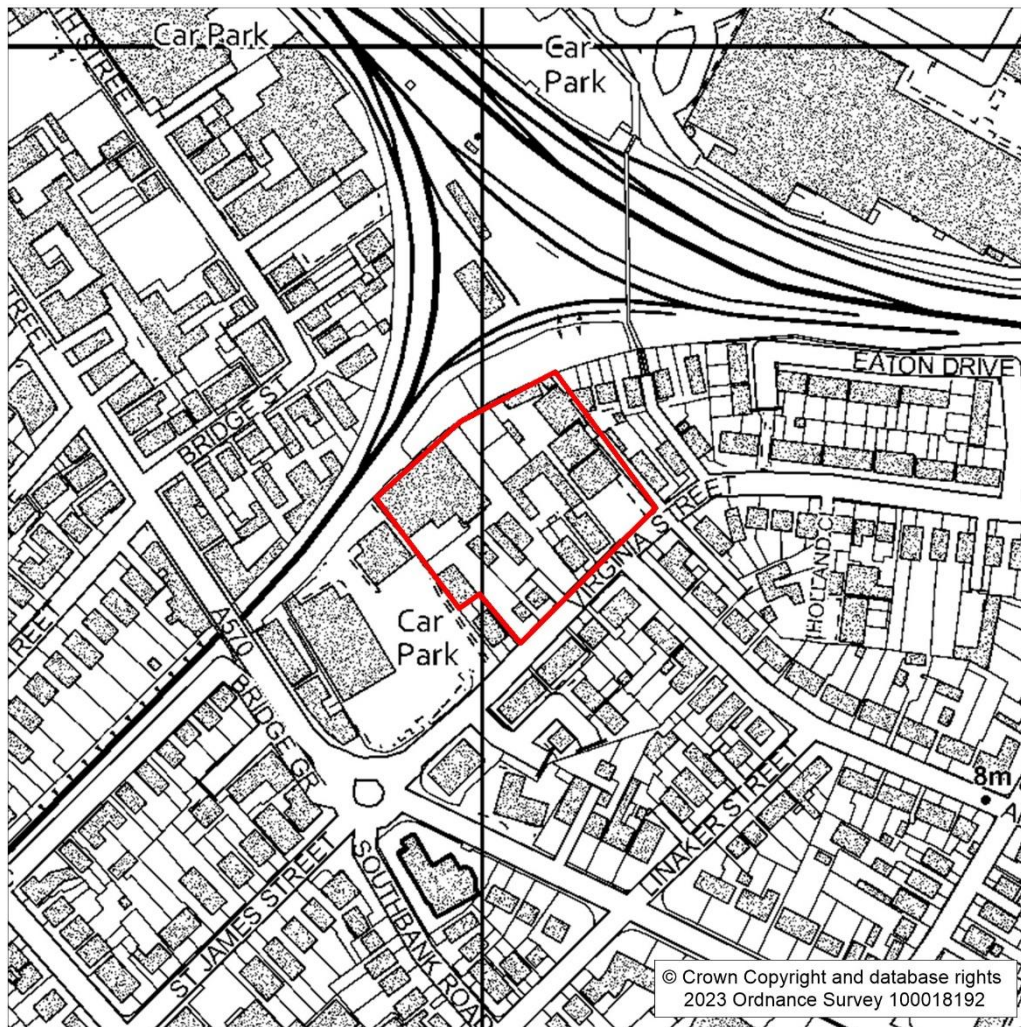
- 
- 8.91 Stamford Road is a residential street. There is a prevalence of on-street parking on certain sections of the street, typically covering the footways. Therefore, indicating that Stamford Road is unsuitable for HGV movements. The access point into the dairy is relatively wide and appears to have been designed to accommodate HGVs, although it is unlikely to be wide enough to accommodate two HGVs passing each other. The access point to the repair shop is also relatively wide but with limited internal circulation within the site is unlikely to be suitable for HGVs.
- 8.92 There are bus stops available within walking distance of the site on Kew Road served by regular services towards High Park and Hillside. The site is approximately a 0.7-mile / 14-minute walk from Birkdale Station, which is served by regular Merseyrail services towards Hunts Cross and Southport.
- 8.93 Recommendation – The site, overall, appears to function well enough for the existing occupiers. However, would be of limited market interest to alternative occupiers due to its urban fringe location and access via residential streets. However, the sites could be suitable for residential use, should they be vacated. As a result, they should not be designated or protected for employment uses under planning policy.**

#### **Virginia Street, Southport**

---

- 8.94 Virginia Street is a mixed employment site on the north-west side of Virginia Street in Southport. The buildings range in age from the early 1900s to the 1990s, demonstrating this has been an established employment area for several decades. Occupiers within the site include a car dealership, gyms/fitness centres, a carpet store, a motor vehicle servicing company, and a barber. To the rear of the site is an area of green space adjacent to the rail lines which appears to be in informal use for vehicle storage. The site is not allocated or designated for employment uses.
- 8.95 The site is formed of multiple plots of varying sizes and shapes. There are multiple landowners, although many of the sites appear under the same ownership of a single property developer.
- 8.96 To the north of the site are rail lines, to the east and south and residential properties, and the west is a small retail park comprising a Lidl supermarket, Domino's pizza place, and Johnson's decorating centre. Adjacent to the site some of the semi-detached properties have been converted from residential to employment uses.

Figure 8.14 – Virginia Street Site Location Plan



- 8.97 Nearby are other local facilities and services. Bus stops are available on Virginia Street providing regular services to Crossens, Kew and Formby. The site is approximately 0.5miles (9-minute) walk from the Station. Therefore, it is sustainably located.
- 8.98 There are multiple access points into the site, most of which are narrow for standard vehicles and are of poor quality with an uneven road surface. There is limited parking for visitors or occupants, with most parking where space allows. Virginia street is a residential street with some occupants parking on the street. As a result, the site is unsuitable for HGV access. Existing access and parking areas do not appear to appropriately meet occupiers needs.
- 8.99 The quality of the buildings varies. Some are more recently built and appear reasonably well maintained, whereas others are dated and in a deteriorated state. It is apparent the site is in multiple ownerships, preventing a sitewide maintenance strategy. Some buildings within the site appeared to be vacant however, these appeared to be ancillary to the main buildings within the site. It is therefore assumed that there is a low vacancy rate within the site.

---

**8.100 Recommendation – it is recommended that the site is not protected for employment uses at this time as it does not provide a good quality employment environment that is fit for purpose. Encouragement should be given to improve the overall quality of the buildings and environment.**

---

## 9. CONCLUSIONS ON SUPPLY POSITION

- 9.1 In this final section of the report, we bring together conclusions on the supply of employment land in the Borough.
- 9.2 The review of employment supply in the Borough identifies that there are a range of employment sites in the Borough. The quality of the employment supply is varied and is focused more on relatively dated employment space. It will be important that planning policies therefore support investment in employment sites – in particular the redevelopment of older commercial premises to deliver modern industrial and office space.

### **Qualitative Conclusions on Supply-Demand Balance**

#### **Commercial Office Space**

---

- 9.3 The occupancy of office space in particular has however been affected by changing working patterns, with a number of corporate occupiers either reducing their floorspace provision or relocating to other locations – in particular to better quality floorspace in Liverpool City Centre. There is a particularly high level of now quite dated commercial office floorspace in the Borough, which is unlikely to be occupied, most notably in the Bootle Office Quarter. The scale and pace of change has been significant, and the Council now needs to carefully consider and masterplan the future of this area to provide clear guidance on the market on how it wishes to see the area evolve. The Bootle Area Action Plan provides the opportunity to set out a clear vision, development framework and principles to guide change, to improve the environmental quality and amenities and to attract investment.
- 9.4 Given market conditions and changing working patterns, it is realistic for the Council to plan on the basis of the quantum of office floorspace in Bootle Town Centre and the Office Quarter reducing notably. It should look to retain the more modern commercial stock, as identified in this report. Through new development we would consider that there is the potential for provision of limited new office floorspace through mixed-use developments over time, focusing on providing more for SME businesses; but anticipate that market demand in the short-term for further new space will be weak. Such development is unlikely to result in net growth in commercial office floorspace but will be important in providing good quality (Grade A) office floorspace which meets business requirements. Equally the retention of some older space will be important in providing affordable space for local SMEs, but there is a clear need for the overall consolidation of office floorspace provision in this location.
- 9.5 In Southport, the stock of commercial office floorspace is more limited and is particularly focused at Southport Business Park. There has been limited new development for a number of years and there

---

is unlikely to be a quantitative need for significant additional provision. The available land at Southport Business Park provides the potential to accommodate office floorspace requirements in the north of the Borough, but there is unlikely to be sufficient demand for office space to support development of all of the remaining plots. The Park's current offer is focused on larger commercial occupiers. The Council might consider intervening to support improved provision for SME businesses requiring smaller premises: whilst this could be through new-build development, such as of an innovation centre, equally the opportunity could arise through conversion/remodelling of some of the existing premises in time.

- 9.6 The larger sites and extant allocations, including Bridle Road, Atlantic Park, East of Maghull, North of Formby Business Park and Southport Business Park, all provide the potential to support office development; but the development of these sites is more likely to be focused on industrial uses (E(g)(iii), B2 and B8) taking account of market demand. It should be borne in mind that industrial units often have an office component within them, which for the larger units can be sizeable.

### **Industrial and Warehouse Development**

---

- 9.7 The demand evidence points to a stronger market for industrial space, and the engagement with site promoters indicates that many have been targeting industrial uses. For those in locations with good accessibility to the strategic road network, including East of Maghull, Atlantic Park and Bridle Road, landowners and site promoters see particular potential for development of B8 warehouse/distribution premises. This in part reflects a particularly strong market for such space at the time of preparation of this report, influenced by the growth of e-commerce and increased stock holding requirements. But there is also the need for high quality modern floorspace which meets energy efficiency requirements, has significant power capacity, and is able to respond to increasing automation of industrial activities.
- 9.8 There are a number of allocations from the 2018 Local Plan which have evidently progressed slowly – including East of Maghull and North of Formby Industrial Estate. This report has shown that these in particular reflect site-specific issues which have resulted in abnormal development costs and associated viability challenges and/or issues around the availability of land.
- 9.9 Drawing together the analysis, we consider that there are three sites in particular which are strategically important to delivering modern industrial/warehouse floorspace in the Borough: Atlantic Park and Bridle Road, along the A5036 Dunning's Bridge Road corridor, and the East of Maghull allocation on the M58. These sites are collectively very important to providing a supply of good quality employment sites which can deliver modern commercial floorspace in the Borough, and it is therefore important that the allocations are maintained.



- 9.10 The North of Formby allocation, together with land at Southport Business Park are nonetheless important in supporting employment growth in the centre and north of the Borough. They have a key role to play in supporting local (SME) business growth and providing good quality premises in attractive locations. However, viability is particularly challenging reflect both market conditions and site-specific abnormal costs and therefore the Council may need to consider external funding opportunities, or some flexibility around uses as set out in our site-specific recommendations herein.

### The Quantitative Supply Position

Drawing together the conclusions on the development potential of individual sites, the table below shows what additional development could be accommodated on existing employment sites and extant employment allocations.

- 9.11 The supply evidence, as shown below, points to up to around 81 ha of land with development potential on existing sites and extant allocations. These are set out in Table 9.1 below.

**Table 9.1 Development Potential on Existing Employment Sites**

Site Name	Allocation / Designation	Size
Land north of Slaidburn Crescent	Slaidburn Crescent	0.247
Land west of Canal Street	Canal Street / Berry Street	0.123
Land at Lipton Close	Canal Street / Berry Street	0.047
Land east of St. John's Road	Canal Street / Berry Street	0.087
Land north of Bedford Road	Canal Street / Berry Street	0.431
Land north of Bedford Place	Canal Street / Berry Street	0.301
Land south of Princes Street	Canal Street / Berry Street	0.151
Land east of Wennington Road	Crowland Street	0.366
Land east of Crowland Close	Crowland Street	0.458
National Grid, Crowland Street	Crowland Street	2.27
Land west of Crowland Close	Crowland Street	0.227
Land south of Heysham Road	Heysham Road	2.16
Land north of Formby Industrial Estate	Land north of Formby Industrial Estate	8.00
Land west of Chapel Lane	Sefton Lane	1.67
Land east of Maghull	Land east of Maghull	17.1
Land west of Hawthorne Road	Hawthorne Road / Acorn Way	0.521
Land west of Fernhill Road	Hawthorne Road / Acorn Way	0.051
Land north of Aintree Road	Hawthorne Road / Acorn Way	0.278
Land south of Vauxhall Crescent	Hawthorne Road / Acorn Way	0.481
Land west of Vauxhall Crescent	Hawthorne Road / Acorn Way	0.512
Land east of Wakefield Road	Heysham Road	0.806
Land south of Dunnings Bridge Road	Heysham Road	0.385
Land west of Leckwith Road	Heysham Road	0.064
Land east of Leckwith Road	Heysham Road	0.058

Land south of Richmond Crescent	Land east of Park Lane	0.916
Land adj. to Aldi Park Lane West	Land east of Park Lane	0.261
Land south of Grange Road	Heysham Road	0.128
Land north of North Atlantic Avenue	Atlantic Park	2.03
Land south of North Atlantic Avenue	Atlantic Park	2.54
Land south of Atlantic Park Drive	Atlantic Park	4.42
Land east of Farriers Way	Atlantic Park	0.944
Land north of Farriers Way	Atlantic Park	0.469
Land Southeast of Scotia Avenue	Atlantic Park	3.68
Former Santander Campus	Senate Business Park	8.98
Land at Topham Drive	Aintree Business Park	0.178
Land west of Marine Drive	Crossens Way	1.58
Land west of A565 Bootle	Land between Derby Road and Regent Road	0.282
Land north of Campbell Street	Land between Derby Road and Regent Road	0.637
Land at Regent Street / A5058	Land between Derby Road and Regent Road	0.059
Former Lanstar Site adj Tesco Superstore Hawthorne Road	Former Lanstar Site	0.937
Land at Orrell Mount	Kingfisher / Orrell Mount	0.27
Land east of Pacific Road	Maritime Enterprise Park	0.192
Land north of Vulcan Street	Maritime Enterprise Park	0.087
Land north of Strand Road	Maritime Enterprise Park	0.134
Land at Pembroke Road/Balliol Road	Bootle Office Quarter	0.303
Land south of Trinity Road	Bootle Office Quarter	0.097
Car Park at junction of Balliol Road and Stanley Road	Bootle Office Quarter	0.31
Car Park north of St. Hugh's House	Bootle Office Quarter	0.78
Land south of Hornby Avenue	Port and Maritime Zone	0.873
Land at Town Lane Kew / Wight Moss Way	Southport Business Park	0.556
Land west and south of Wight Moss Way	Southport Business Park	2.78
Land east of Wight Moss Way	Southport Business Park	0.44
Land south of Wight Moss Way	Southport Business Park	2.04
Land north of Wight Moss Way	Southport Business Park	0.732
Southport Business Park Northeast Quadrant	Southport Business Park	4.08
Land north of Sandy Lane	Sandy Lane	0.931
Land north of Sandy Road	Sandy Lane	0.166
Back Forest Road	Forest Road	0.633
Land off Banastre Road	Banastre Road (South)	0.188
Land adj. to Shell Petrol Station	Linacre Road	0.38
Land north-west of Musker Street	Musker Street	0.3
	<b>TOTAL (ha)</b>	<b>81.11</b>

---

9.12 However, there are a number of sites where the potential to rationale employment floorspace provision is recommended or where our site-based conclusion set out that the quality of space and significance of the site is such that it not recommended that it be protected through policy. This particularly reflects the position on current non-designated sites. These sites are as follows:

- Hawthorne Road/ Acorn Way, Litherland – 1.84 ha
- Bootle Office Quarter – 1.5 ha
- Sandy Lane, Seaforth – 1.1 ha
- Forest Road, Southport – 0.6 ha
- Banastre Road, Southport – 0.2 ha
- Musker Street, Crosby – 0.3 ha

9.13 These sites collectively account for 6.4 ha of land. If these sites are excluded, the supply position falls to 74.7 ha. This is a minimum provision as there is some potential for these sites to support some employment development; and for instance, some office space could well be delivered as part of mixed-use development on sites in Bootle Town Centre/ Office Quarter.

### **Taking forwards the Study Findings**

---

9.14 The Council will need to bring the quantitative supply position set out herein together with evidence of need for employment floorspace/land in drawing conclusions on the policy approach to be taken to individual sites and any need for additional land allocations. The needs position is being considered as part of the Sub-Regional HEDNA. This balancing exercise can be undertaken through the preparation of an Employment Background Paper as part of the preparation of a new Local Plan.