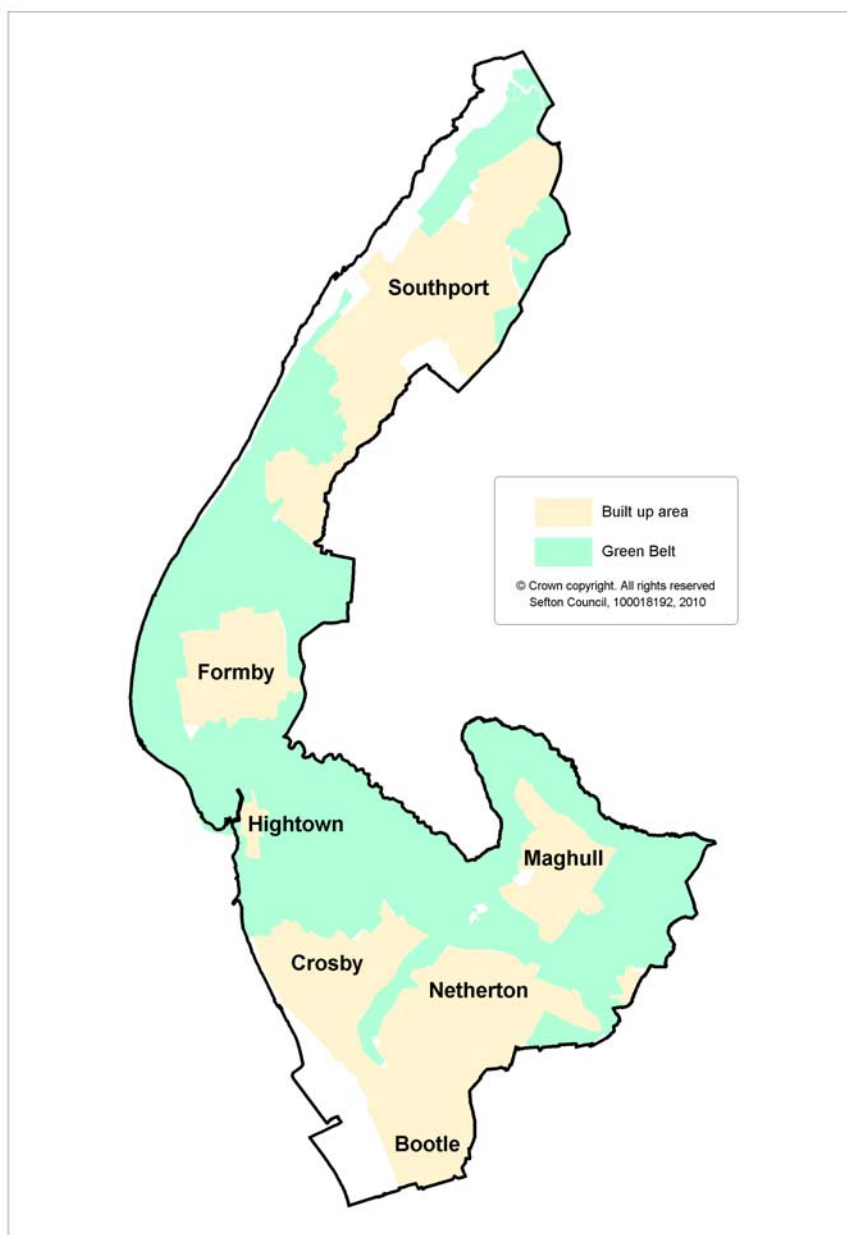


Methodology for selecting Green Belt sites

1. Introduction

- 1.1 Sefton comprises a coastal borough with a population of 274,000. It is a Borough of contrasts. In the south, the settlements of Crosby, Bootle and Netherton share the metropolitan character of Liverpool. Beyond these lie the freestanding settlements of Maghull, Hightown and Formby in the centre of the Borough, with the Victorian resort of Southport located in the north.
- 1.2 These settlements comprise about 50% of the Borough's area and are where 95% of its population live. The rest of Sefton is rural. It contains a number of small villages ranging in size from Hightown to hamlets such as Lunt and Homer Green, as well as farms and isolated groups of buildings. The rural area is covered by the Green Belt.



- 1.3 Sefton is preparing a Local Plan which has to look ahead to 2030. This was formerly known as the Core Strategy.
- 1.4 In 2010, based on various studies prepared as part of the evidence base on which the Local Plan was being prepared, it appeared that Sefton would not be able to meet its identified future housing and employment needs in its urban areas, and that it would be necessary to develop a number of areas in the Green Belt if these needs were to be met. Accordingly, a draft Green Belt Study¹ was carried out by Sefton Council in 2010, in conjunction with Knowsley Council, to identify which parts of the Green Belt should be protected, and what areas could be developed which had the least impact on the five purposes of including land in the Green Belt.

Draft Green Belt Study

- 1.5 The Study was carried out in four stages:
- Stage 1 – sub-division of the Sefton Green Belt into logical parcels for the purposes of assessment;
 - Stage 2 – assessment of every parcel against the five purposes of including land in the Green Belt as set out in paragraph 80 of the National Planning Policy Framework;
 - Stage 3 – assessment of the remaining parcels against a range of identified constraints and accessibility criteria; and
 - Stage 4 - assessment of how the remaining parcels could contribute to meeting identified needs in each settlement area, including assessing an indicative capacity for each of the pool of sites with potential to meet development needs arising in each of Sefton’s five settlement areas, if required.
- 1.6 This Study was independently validated by specialist consultants, Envision, who were appointed specifically to carry out this task.
- 1.7 The draft Green Belt Study identified a number of areas on the edge of all of Sefton’s five main urban areas, together with three areas on the edge of Hightown, as being potentially suitable for development should this be required by the Local Plan. In total, sites with a capacity of about 10,000 homes at an average density of 30 dwellings per hectare were identified. These were consulted on as part of the Core Strategy Options consultation in 2011.
- 1.8 When the Green Belt Study was updated in 2013 to take account of comments received and more up to date information, the average density was increased to 35 dwellings per hectare in order to minimise the amount of land in the Green Belt needed. However, until sites have gained planning permission and any additional further studies have been carried out by a future developer, it is not possible to categorically state what density will be achieved on each site.

Consultation on the Options paper

- 1.9 As indicated above, in 2011 the Council consulted on three Options as part of its Core Strategy preparation for a period of 12 weeks. Two of the Options required the release of land in the Green Belt.
- 1.10 About 2,500 representations and 11 petitions signed by about 7,000 people in total were received by the end of the consultation period, with approximately 95% raising concerns about development in Sefton’s Green Belt and / or greenspace.

The emerging Preferred Option

- 1.11 Since the consultation, there have been numerous changes to the national and regional planning framework relating to plan preparation. This has included the publication of the National Planning Policy Framework (referred to elsewhere in this document as the Framework), and the abolition of Regional Strategies.
- 1.12 The Council has also carried out more work to help it decide on its Local Plan's Preferred Option (see paragraph 1.3 above). This included commissioning an Agricultural Land Study to confirm the quality of Sefton's agricultural land following concerns raised during the consultation about the loss of high quality agricultural land, an updated Strategic Flood Risk Assessment including an assessment under the Sequential and Exceptions Tests, as well as screening under the Habitat Regulations (HRA) and Sustainability Appraisal / Strategic Environmental Assessment (SA / SEA). It has also commissioned an Employment Land and Premises Study Refresh and two successive reviews of Borough Housing Requirements.
- 1.13 The Green Belt Study has also been updated as a result of the consultation responses, new information becoming available and additional studies. In one case this has resulted in a different conclusion being reached and an additional site, to the south east of Thornton, has been added to the potential sites previously identified. In all other cases, no additional areas were included.
- 1.14 In addition, a Merseyside-wide Gypsy and Traveller Needs Assessment has been commissioned early in 2013 to identify future needs for Sefton and the other boroughs in the Liverpool City Region. This will indicate the amount and broad locations where any required provision should be met. Notwithstanding the advice in the Government's advice on this issue², any provision required in Sefton will need to be met in the Green Belt, as an assessment of the potential housing sites in the urban areas has indicated that none would be suitable for this use. This provision will have to be identified in the emerging Local Plan as an allocation or allocations.
- 1.15 The Council has also commissioned a Consequences Study³ to assess the economic, social and environmental impacts and risks associated with each of the updated three options consulted on in 2011 on Sefton and the adjoining local authority areas. As a result of assessing all the evidence and information available, it concluded that Option 2 ('meeting identified needs') would best meet identified needs with acceptable social and environmental consequences.

2. Appraisal of the draft methodology by AMEC

- 2.1 The methodology for assessing the Green Belt sites was assessed by AMEC, consultants appointed by the Planning Advisory Service (PAS) to assess the methodology. PAS is part of the Local Government Association and is directly funded by the Department of Communities and Local Government to help local authorities "deliver strong and strategic planning". The review of the approach used for carrying out this assessment identified three areas which needed to be set out in the methodology. These are set out in Appendix 1, together with the Council's response.

3. How much land is needed in the Green Belt to meet future employment needs?

- 3.1 The Employment Land and Premises Study Refresh⁴ indicated that three new employment sites should be provided in the Green Belt in the Local Plan. Two were required to provide a Business Park, each with an area of at least 25 hectares, to serve the north and south of Sefton, with land at Crowland Street, Southport also

being identified to meet other general employment needs arising in the Southport area as an extension of the existing industrial estate.

4. How much capacity is there in the urban areas to meet future housing needs and where should the balance of the new housing be located?

4.1 The updated housing requirement (to an April 2012 base date) suggests that the number of new homes needed for the Local Plan Preferred Option is 10,676. This is made up of:

- $510^5 \times 18$ years (2012 – 2030) = 9180
- RSS backlog⁶ = 1113
- 5% buffer (of 15 year requirement)⁷ = 383

4.2 The Strategic Housing Land Availability Assessment (SHLAA)⁸ indicates that about 5000 new homes can be built in the urban area during the plan period or on sites with planning permission in the Green Belt, including a 'windfall' allowance. The majority of this supply is located in Southport (32%) and Bootle / Netherton (27%).

4.3 This provision is monitored annually, taking account of planning permissions and development during the previous 12 months. As a result of future SHLAA updates and the publication of the 2014 population and household projections by the Office for National Statistics (ONS), the requirement for new housing may change slightly before the Local Plan is adopted in 2015.

4.4 In order to maximise the supply from the urban areas, it is proposed to allocate 13 areas currently identified in the Unitary Development Plan (UDP) as 'urban greenspace' for housing development in the Local Plan. These sites could provide an additional 650 homes, 290 in Southport, 40 in Formby and 320 in Bootle / Netherton.

4.5 This currently leaves an outstanding requirement of about 5,000 homes to be built in the Green Belt.

4.6 The updated Housing Requirement Study⁹ suggests that the future housing requirement should be split on a proportionate basis if possible. It suggests that 35% of the need is in Southport and 30% in Bootle / Netherton. It also suggests the relevant proportions for Formby (7.5%), Crosby (15%) and Maghull / Aintree (12.5%). This takes account of a number of factors but is closely related to the Sefton's current population distribution, but also take account of other factors such as the need to provide affordable housing.

4.7 The Council considers this is a desirable aspiration, and this is acknowledged by Objective 5 of the Preferred Option document. This states that the Local Plan should seek "to meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise".

4.8 However, this aim to allocate development proportionately needs to take account of where suitable land is available. In Bootle and Netherton, for example, the combined capacity within the urban area (about 1670 homes) does not meet the identified need (3200). No suitable sites in the Green Belt have been identified adjacent to these settlements in the Green Belt Study. This leaves a need for about 1250 homes that cannot be built in the area where the need arises.

4.9 If Sefton is to meet its identified needs, this and any other outstanding requirement would have to be met in another settlement.

5. Assessment of Green Belt sites

- 5.1 As indicated above, there is a need to identify three sites in the Green Belt for employment purposes, together with enough land to accommodate approximately 5000 homes to meet needs. It includes a 5% buffer should any of the proposed housing allocations not come forward as expected.
- 5.2 Sefton's rural area is affected by a number of constraints, some of which overlap, that affect its suitability for development. These include:
- Large parts of the coast being internationally and nationally designated as having nature conservation importance;
 - The land comprising the habitat or feeding areas of 'protected species'¹⁰;
 - Coastal erosion which affects part of the Sefton coast, where development should not be permitted west of the predicted coastline in 2105
 - A large proportion of the agricultural land in Sefton comprises the best and most versatile agricultural land; preference should be given to lower quality agricultural land if possible;
 - Large areas are in Flood Zones 2 and 3 or at risk of other types of flooding; and
 - The road network is at or near capacity in a number of areas which could preclude or limit the amount of development either singly or cumulatively, because mitigation is not possible.
- 5.3 The impact of these and other constraints individually and collectively, means that it is not straightforward to choose sites in sustainable locations in the areas where the need arises.
- 5.4 Stage 3 of the Green Belt Study identified a number of areas that conflicted with the first three bullet points and where therefore excluded from further consideration as a potential site. Sites that comprised land wholly in Flood Zone 3 were also excluded. However, where only part of a Green Belt 'parcel'¹¹ was in Flood Zone 3 and the area affected was not thought likely to affect the suitability of the whole parcel for development, the parcel was retained in the Green Belt Study. The Environment Agency has been fully consulted at all stages and has confirmed that it supports the approach the Council has used to assess sites.
- 5.5 Paragraph 112 of the Framework¹² (where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality). The distribution and amount of 'best and most versatile' agricultural land in Sefton, which accounts for 65% of the agricultural land in Sefton, makes it impossible to only allocate low quality agricultural land. This is because the best and most versatile agricultural land comprises most of the agricultural area east of the Liverpool – Southport railway, but also because the land to the west is highly constrained by other factors including international nature conservation importance, coastal erosion and flood risk.
- 5.6 The capacity of the road network to accommodate more traffic was not used to exclude any sites from the Green Belt Study. This is because, apart from evidence which was used to support the delivery of the proposed Thornton-Switch Island link road, the only Sefton-wide data is dated as it relates to the 2001 census.
- 5.7 The Council's Investment Programmes and Infrastructure Department, on behalf of the Highways Authority, has assessed the likely impact of the maximum level of development in each area to advice on how much development could be accommodated without over-loading the highway network, as part of the Sustainability Appraisal assessment of groups of sites.

- 5.8 The Consequences Study has assessed the traffic implications of developing all of the sites. However, it assessed groups of sites in a different way to the assessment used in the Green Belt Study and the Sustainability Appraisal of the Preferred Option. It has assessed the capacity of the highways network and identified 'pinch points' and appropriate mitigation.
- 5.9 Other factors having an impact on some sites suitability for development include the impact of development on listed buildings, Conservations Areas and heritage landscapes such as 'historic parklands', and ground conditions. To some extent, the impact that these have will depend on the development proposals, and therefore cannot be assessed now.
- 5.10 Many of the sites will also need additional survey work and assessments (e.g. site specific flood risk assessments and ecological assessments) before any planning application is submitted to develop the site.
- 5.11 Apart from establishing whether a site is deliverable (i.e. suitable and achievable), good practice requires sites to be available for development at the required time. The Council has therefore contacted all landowners asking to indicate whether any areas would be made available for development if they were to be allocated in the Local Plan, and when, should the Council choose an option that required Green Belt release. (This is a similar process to sites in the urban area which are included in the SHLAA.)
- 5.12 Landowners were also asked to inform the Council if they were aware of any constraints such as restrictive covenants that would affect the deliverability of a site, and the rate at which new homes could be built. This has enabled the Council to gauge the flow of new homes that could be delivered from each site. These assumptions will also be assessed by the Housing Market Partnership, to confirm that Council's conclusions are robust.
- 5.13 The need for additional services has been assessed as part of the Consequences Study, and will be included in the 'Infrastructure Delivery Plan' that the Council has to produce alongside its Local Plan. Until it carries out an independent viability assessment of all the requirements that would be needed, the Council has concluded, based on the discussions it has had with landowners, service and utility providers that any additional provision could be provided when needed.
- 5.14 In order to identify those sites which should be included in the Preferred Option because they were most suitable for development, and to identify the most constrained sites that should not be included in the Preferred Option, a 'traffic light' assessment of all the sites consulted on at the Options stage was undertaken. In addition, a small number of other sites (parts of parcels) were submitted by landowners or developers at the Options consultation. Whilst the majority were found not to be suitable for development using the Green Belt Study methodology, a few were found to be potentially suitable.
- 5.15 The following issues were assessed for each potential area:
- Whether the site was suitable for employment use, either wholly or as part of a mixed development;
 - Whether the highway network, either individually or cumulatively, could cope with the added traffic that would be generated from each site, together with the scope

for alternate means of transport that could be secured through the provision of new transport infrastructure for walking, cycling and public transport;

- Its ecological value;
- The combined impact of flooding from all sources, potential mitigation measures and any restrictions this is likely to place on development, with areas in Flood Zone 3 having previously been excluded from consideration;
- Its heritage value and any restrictions this is likely to place on the location and type of development that should be permitted;
- Whether known ground conditions, such as the presence of peat or sandy soils or whether the site was contaminated, would impose any additional restrictions or costs on a site's development;
- The agricultural land quality of each site, although for the reasons set out in paragraph 5.5 above, no sites were ruled out of consideration solely because the land was the 'best and most versatile' agricultural land;
- The need for additional services and infrastructure;
- The impact on the openness of the Green Belt and landscape character, and whether existing robust features existed or would be required should the land be allocated for development and removed from the Green Belt; and
- Landowners' intentions about whether the land would be released for development.

5.16 This information was then assessed to complete a table using the latest information available from the updated studies etc. For comparative purposes, the Green Belt parcel references used in the draft Green Belt Study have been used in this and all other background documents.

Methodology

5.17 Each criterion was appraised using a 'traffic light' assessment:

- **Red** (not suitable for development);
- **Amber** (possibly suitable if any issue could be, either singly or cumulatively, satisfactorily remediated, or where further information was required); and
- **Green** (any issue, either singly or cumulatively, would not preclude development and could be dealt with at the planning application stage).

5.18 It should be noted that not all the issues assessed have the same weight, as they variously relate to statutory designations, Government advice or local assessments. Consequently, they should not be added together. Officers' professional judgement was used to balance the various factors in order to reach the conclusion.

5.19 If a site was deemed to be appropriate for employment use, this was noted in the summary sheet for each site or groups of sites, and did not form part of the 'traffic light' assessment.

5.20 Likewise, if any benefits could be provided by the development of any site, such as the provision of necessary infrastructure, or relating to the delivery of the employment areas, these were also noted in the summary sheet.

5.21 The assessment also considered whether any issues identified could be mitigated, on or off-site. This could include the scope for using other forms of transport such as public transport, walking and cycling in relation to issues relating to the capacity of the highways network, or whether an area at higher risk of flooding could be used to

create a 'swale'¹³ as part of a sustainable drainage system or incorporated into any open space.

5.22 In some cases, the initial assessment highlighted a number of action points or additional information needed in relation to each site in order to finalise the assessment. This included additional technical queries which would be answered by the studies that had not been completed by that date before a final recommendation could be made. These queries have now been resolved as far as possible.

6. Detailed constraint assessment

6.1 The following table sets out comments made in relation to each of the constraints used to determine whether they should have a red, amber or green grading and any mitigation that would be required.

Constraint	Red	Amber	Green
Capacity of the highway network. Sites were assessed individually and cumulatively.	Areas where the local road network is well above capacity and there are either space constraints which would prevent any improvement or where significant infrastructure improvements would be required which are likely to be unviable.	There are capacity and / or accessibility or infrastructure issues which are capable of mitigation; or the combined impact of developing a group of sites in an area may not be acceptable, although smaller parts of the sites or any single site could be developed in isolation.	Sites with no issues, or where limited improvements required or development would have a minimal impact on highway network.
Ecological value. All nationally and Internationally designated sites were excluded from consideration as part of the draft Green Belt Study.	Local Wildlife Sites were excluded where the habitat was unique and could not be created elsewhere Other sites were also excluded where the Habitat Regulations Assessment screening indicated that there could be significant impacts on species listed as being important in the designations of the internationally important sites.	Where the HRA found no impacts on international sites but where there were other significant impacts affecting nationally and locally important sites.	Sites that were not designated as a Local Wildlife Site and it was a brownfield site and either where: <ul style="list-style-type: none"> • there was no known ecological interest; or • mitigation was possible within the site e.g. as a result of landscaping or greenspace to be provided within the development site.
Flooding The combined impact of flooding from all sources, the scope for potential mitigation measures	No sites were identified in this category, as areas predominantly in Flood Zone 3 had previously been	These are sites which have more significant flood risk issues, but these can be managed. They may require	These are areas with fewest flood risks. Only small parts of the site, if any, may be affected, and this would not affect the

Constraint	Red	Amber	Green
and any restrictions that may affect the development of a site.	excluded as part of the Green Belt Study.	assessing under the Sequential Test and, where necessary, the Exceptions Test ¹⁴ .	site's overall suitability for development.
Heritage value	Sites where development would adversely impact on the setting of a listed building or conservation area, or where the site contains important archaeological feature(s) that should be retained. N.B. This could apply to part of a site.	Sites where development may be restricted as it would impact on the setting of listed buildings on or near site, or where there may be archaeologically important remains, or the area is likely to have some archaeological interest.	Sites where there was no known or anticipated impact on any heritage asset, but including areas where an archaeological assessment would be required, or where there is a Tree Preservation Order on an adjoining site.
Ground conditions	No sites were graded red for this constraint.	Sites that were known to be located on peat or tipped or contaminated land were graded amber, as they will be more expensive to develop compared to other sites, but are still economically developable.	Sites were graded green where no known abnormal building costs were anticipated.
Agricultural land quality	No sites were given a red rating as paragraph 112 of the Framework says that where significant development of agricultural land is demonstrated to be necessary, poorer quality land should be used in preference to that of a higher quality.	Sites containing Grade 1 – 3a ('best and most versatile') agricultural land.	Sites only containing Grades 3b – 5 or in non-agricultural use.
Requirement for services and facilities	No sites were given a red rating, as the landowners and developers had not indicated that the cost of providing affordable housing and any services or facilities that may be required would be prohibitive.	Sites where a need for significant infrastructure improvements was identified relative to the number of units or type of development proposed.	Sites where the infrastructure required was likely to be proportionate to the number of units or type of development proposed.
Impact on the	Sites which would	Sites which would	Brownfield sites, the

Constraint	Red	Amber	Green
openness of the Green Belt	have a significant impact on the openness of the Green Belt + where no clear and well-defined boundaries existed.	have a limited impact on the openness of the Green Belt but would require the provision of a new, clear and well-defined Green Belt boundary.	redevelopment of which would not be inappropriate development by virtue of paragraph 89 of the Framework, and sites which are well-contained by the urban area and have pre-existing robust boundaries.
Landowner intentions and developer interest	Where the landowner has indicated that the area will not be available for development.	Sites where the owners' intentions were not known, or sites with multiple owners which would be likely to be developed in a piecemeal fashion.	Sites where a developer or agent promoting the site, or the landowner has indicated that the site could be developed if required.

- 6.2 As indicated in paragraph 5.17, these criteria have not been weighted, although those where there is national or international guidance or protection will be considered to be more critical (e.g. where this may require 'appropriate assessment' under the Habitat Regulations) than the criteria where there is more local discretion.
- 6.3 The starting point was to rule out any areas (whether the whole or part of a developable area) which were rated 'red' under any criteria.
- 6.4 This left a variety of sites which were rated a mix of 'amber' and 'green'. No sites were rated 'green' for all criteria.
- 6.5 In order to ascertain which sites should be included in the Preferred Option, and which sites should be left as 'reserve' sites, it was first necessary to identify those sites which were suitable for employment uses, and met the broad criteria identified by the BE Group for the two Business Parks in the Employment Land and Premises Study. Such sites because of their locational and other requirements tend to be very limited in number.

Land suitable for employment uses

- 6.6 Only two sites met the criteria of being large enough to accommodate a 25 hectare Business Park, were suitably located in relation to existing land uses and infrastructure, and had the owners support for such a requirement – site S044 (land north of the Formby Industrial Estate), and S129 (land east of Maghull).
- 6.7 The land north of the Formby Industrial Estate, is in 3 ownerships. Only the owner of the southern area has confirmed that his land, which has an area of about 13.8 hectares, is currently available. However, if this site were to be developed, the remaining area would not contribute to the openness of the Green Belt, because it is bounded by development along Moss Side to its north, and the implication is that this area would also be removed from the Green Belt as part of the Business Park allocation, so that it could be developed at a later date if owner intentions altered.
- 6.8 This site is currently designated as a Local Wildlife Site, primarily because of plant species present and because it has been identified as potentially excellent habitat for

water voles (a UK priority species). If these are found to be present, the HRA recommends that replacement habitat would need to be provided before the site could be developed.

- 6.9 The only other site which is suitable for delivering a Business Park is the land east of Maghull. The whole site has an area of approximately 85 hectares, and the landowners and prospective developers have indicated that they are, in principle, agreeable to about 25 hectares of the site being developed as a Business Park. Its delivery would be dependent on the provision of access points on the south side of Junction 1 on the M58 motorway. The balance land would be developed for housing and open space.
- 6.10 With the provision of housing and appropriate community infrastructure, the whole site, together with the redevelopment of the site formerly earmarked for a new prison would provide a sustainable urban extension bounded by clear and well-defined features including built development to the north and south, the Liverpool – Ormskirk railway to the west and the M58 to the east.
- 6.11 The site would be highly unlikely to be developed solely for employment purposes since, in itself it would not be able to be self-financed and cross subsidy by nearby housing would be essential. Furthermore, the area that would be required would not have any natural southern boundary and it is therefore probable that its development in isolation would be more likely to lead to the development of the rest of the Green Belt parcel. This would be likely to result in unrestricted urban sprawl, and would not safeguard the countryside from encroachment, two of the five purposes for which land is included in the Green Belt.
- 6.12 Whilst the land south of Crowland Street, Southport (Green Belt parcel S007) was identified as being suitable for general employment development in the Employment Land and Premises Study, the owners are concerned that this site would not be viable. This is due to a number of reasons, including the character of the area (which is more likely to attract general employment rather than uses more appropriate to a Business Park setting), as well as constraints relating to site access, ground conditions and very high servicing and infrastructure costs.
- 6.13 In order to enable the future development of this site to proceed, the Council has proposed, in the Local Plan Preferred Option, that this site should be allocated for a mixed development comprising housing and employment uses.

Land for housing

- 6.14 The Green Belt Study identified approximately twice as much land than was necessary to meet the requirements of Option 2.
- 6.15 This assessment has identified fourteen sites, with a capacity of approximately 4536 dwellings that include a 'red' criterion. These were excluded from further consideration as a potential allocation in the Preferred Option document.
- 6.16 Of the remaining sites, six, with a capacity of 1486 homes, were identified as being less suitable for development. The factors taken in account included:
- The benefits that could be gained as a result of development such as the provision of infrastructure and the provision of employment sites;
 - The amount of development in relation to the proportionate split recommended in the assessment of the housing requirement, and the Council's commitment contained in Objective 5 (see paragraph 4.6 above) that as far as possible new homes should be provided in the settlements where the need arises;

- Freedom from constraints;
- The need to secure a range of sites in each settlement; and
- The ability of the housing market to build the number of homes proposed in each area.

6.17 These have been identified as ‘reserve’ sites.

¹ Draft Green Belt Study, Sefton Council, May 2011

² Planning for Travellers, Communities and Local Government, March 2012

³ Sefton Consequences Study, NLP, 2013

⁴ [Employment Land and Premises Study](#) ,BE Group, 2012

⁵ [Review of Sefton’s Housing Requirement](#) , NLP, 2012 (updated)

⁶ The ‘backlog’ (or shortfall) of number of homes provided when compared to the number that should have been provided based on the housing target in the former Regional Spatial Strategy for the North West. This target was 500 dwellings a year. By 1st April 2012 the backlog amounted to 1,113 dwellings going back to 2003. This is a measure of the ‘pent up’ need for housing that has built up over these years.

⁷ A 5% buffer is required to allow for non-delivery or under-delivery of identified sites. This equates to 383 dwellings (5% of 15 x 510).

⁸ Sefton Strategic Housing Land Availability Assessment, Sefton Council, 2012 (SHLAA)

⁹ Review of Sefton’s housing requirement [NLP, 2012] (updated)

¹⁰ [The Conservation of Habitats and Species Regulations 2010](#)

¹¹ The unit (sub-division) used to assess sites in the Green Belt in the Green Belt Study

¹² The National Planning Policy Framework, Department of Communities and Local Government, March 2012

¹³ A swale is a low tract of land, especially one that is moist or marshy. The term can refer to a natural landscape feature or a human-created one. Artificial swales are often designed to manage water runoff, filter pollutants, and increase rainwater infiltration.

¹⁴ The need for the Sequential Test or the Exceptions Test is set out in paragraph 104 of the National Planning Policy Framework.

Appendix 1: AMEC's recommendations about areas where further detail should be included in the methodology for assessing Green Belt sites

Question 1: Why is a separate assessment methodology required for the sites that are currently located in the Green Belt? They should be assessed the on the same basis as other potential development sites in the Local Plan to ensure transparency across them all. Were the Green Belt sites included in the Strategic Housing Land Availability Assessment (SHLAA) alongside non-Green Belt sites?

Answer: The assessment is similar. However, there are several issues that only relate to Green Belt sites such as agricultural land quality and ecology, and more detailed information is available relating to all sources of flood risk, so the assessment that has been carried out is wider than that carried out as part of the SHLAA assessment which specifically, on legal advice, excluded Green Belt sites.

Question 2: How does the proposed assessment fit in with the Sustainability Assessment? The criteria should be compatible.

Answer: The SA used the information contained in this assessment along with other information. The two studies are therefore compatible.

Question 3: It is not clear whether the Council intends to consult only on those Green Belt sites that it considers provides the required number of sites as needed by the Preferred Option, or whether it proposes to consult on more sites.

Answer: The wider 'pool' of potential sites was consulted on at the Core Strategy Options stage. The Council only intends to consult on the sites needed to meet the requirements of the Preferred Option, together with a small number of 'reserve' sites.

Assessment of Green Belt sites for inclusion in the Local Plan's Preferred Option.

Each of the areas identified as being potentially suitable for development in the Green Belt Study were assessed using a 'traffic light' assessment.

This assessed each area against the following criteria:

- Whether the site was suitable for employment use, either wholly or as part of a mixed development;
- Whether the highway network, either individually or cumulatively, could cope with the added traffic that would be generated from each site, together with the scope for alternate means of transport that could be secured through the provision of new transport infrastructure for walking, cycling and public transport;
- Its ecological value;
- The combined impact of flooding from all sources, potential mitigation measures and any restrictions this is likely to place on development, with areas in Flood Zone 3 having previously been excluded from consideration;
- Its heritage value and any restrictions this is likely to place on the location and type of development that should be permitted;
- Whether known ground conditions, such as the presence of peat or sandy soils or whether the site was contaminated, would impose any additional restrictions or costs on a site's development;
- The agricultural land quality of each site, although for the reasons set out in paragraph 5.5 above, no sites were ruled out of consideration solely because the land was the 'best and most versatile' agricultural land;
- The need for additional services and infrastructure;
- The impact on the openness of the Green Belt and landscape character, and whether existing robust features existed or would be required should the land be allocated for development and removed from the Green Belt; and
- Landowners' intentions about whether the land would be released for development.

Each criterion was appraised using a 'traffic light' assessment:

- **Red** (not suitable for development);
- **Amber** (possibly suitable if any issue could be, either singly or cumulatively, satisfactorily remediated, or where further information was required); and
- **Green** (any issue, either singly or cumulatively, would not preclude development and could be dealt with at the planning application stage).

The assessment takes account of the following studies:

- National Planning Policy Framework [CLG, 2012]
- [Updated] Review of Sefton's Housing Requirement [NLP, 2012]

- [Updated] Employment Land and Premises Study [BE Group, 2012]
- Green Belt Study [SMBC, 2013]
- Agricultural Land Study [ADAS, 2012]
- [Update] Sefton Strategic Flood Risk Assessment [Capita Symonds, 2013]
- Consequences Study [NLP, 2013]

The assessment uses a number of technical terms. These are defined in the Glossary.

Green Belt Parcel S004 (north): Land at Bankfield Lane, Southport - 4.7 hectares

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Amber Grade 3a</p>	<p>Conservation - Amber The area north of The Grange would have least impact on the setting of North Meols Conservation Area + views from Meols Hall compared to the rest of Green Belt parcel S004. The 13th Century field system should be retained + other archaeological information needs to be assessed.</p>	<p>Ecology - Green Limited development (<100 homes) may be acceptable on arable or improved grassland as this would not significantly impact on integrity of the Local Wildlife Site. Compensatory habitat or improvement to Local Wildlife Site will be required. Does not require 'appropriate assessment' under the Habitats Regulations.</p>
<p>Flood Risk - Amber Comments relate to the larger developable areas consulted on at the Options stage of plan preparation. 0.5% is in Flood Zone 3, with 60% in Flood Zone 2. If development is proposed in Flood Zones 2 or 3, the Sequential Test would need to show no areas of lower risk are available. The larger site is considered to be between 40% and 75% developable with constraints posed by flood risk from 'main river' and local sources. The risk from 'ordinary watercourses' may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata generally sand over peat. Raft or piled foundations required. High water table likely. No contamination other than naturally occurring methane from peat layers.</p>	<p>Impact on Openness/Landscape - Amber Development in the area adjacent to Bankfield Lane would 'round off' the urban area, but development to the east would have a greater impact.</p>
<p>Owners Intentions - Green The owners have indicated the support development on this site.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Churchtown], the availability of public transport will mean that any future residents will have reasonable access to it. The sites are reasonably close to Churchtown so therefore have reasonable access to a wide range of services and facilities, such as schools, GP, dentists, public open spaces, shops and public transport. The local school and GPs are at or near capacity and any significant new development would have to be supported by additional provision in these services.</p>	<p>Traffic and Access - Amber Improvements required to increase capacity of local highway network. Reasonably accessible. Cumulative traffic impact likely to be unacceptable if both S004 parcels consulted on at the Options stage were proposed for development.</p>

Are there any wider benefits that can be secured by the development of this site? Yes – development would help to meet Southport’s need for affordable housing

Conclusions:
Part of this site is suitable for housing. This is a smaller area than that consulted on at the Options stage to minimise the impact of development on the criteria assessed, and help meet Southport’s need for housing.

Green Belt Parcel S004 (south): Land at Moss Lane, Southport - 15.4 hectares

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Amber Mostly Grade 2, some 3.</p>	<p>Conservation - Green Limited impact on North Meols Conservation Area (north eastern part of site only) + views from Conservation Area. Archaeological assessment needed.</p>	<p>Ecology - Amber Not a Local Wildlife Site, but would require 'appropriate assessment' under the Habitats Regulations to ensure the integrity of any SPA / Ramsar bird populations that may over-winter on this site.</p>
<p>Flood Risk - Green Almost 90% of the area is in FZ1, with 10% in FZ2. Largely developable without mitigation. The site is considered to be at least 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata generally sand over peat. Raft or piled foundations required. High water table likely. No contamination other than naturally occurring methane from peat layers.</p>	<p>Impact on Openness/Landscape - Amber Poorly related to urban area, as separated from it by Southport Old Golf Course. However, the Three Pools Waterway would provide a strong boundary preventing future urban sprawl.</p>
<p>Owners Intentions - Green Site submitted by owner's agents in response to Core Strategy Options.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Churchtown], the availability of public transport will mean that any future residents will have reasonable access to it. The sites are reasonably close to Churchtown so therefore have reasonable access to a wide range of services and facilities, such as schools, GP, dentists, public open spaces, shops and public transport. The local school and GPs are at or near capacity and any significant new development would have to be supported by additional provision in these services.</p>	<p>Traffic and Access - Amber Access via Moss Lane would require Improving to increase capacity. Poor access for pedestrians. Cumulative traffic impact likely to be unacceptable if both S004 parcels consulted on at the Options stage were proposed for development.</p>

Are there any wider benefits that can be secured by the development of this site? Yes – would help to met Southport's need for more housing.

Conclusions

This site is suitable for housing. Although poorly related to the urban area as it is separated from it by the Southport Old Course, the Three Pools Waterway would form a clear and well-defined boundary to the Green Belt.

Green Belt Parcel S006: Southport Old Course – 22 hectares		
Is the site suitable for a use other than housing? No		
Agricultural Land - Green Not assessed (non-agricultural)	Conservation - Green No impact on North Meols Conservation Area. Golf course has some local historic value.	Ecology - RED. Local Wildlife Site sub-strata of sand over peat results in diverse acid and dune habitats which cannot be re-created elsewhere. Development is not possible without damaging the integrity of the Local Wildlife Site. Not assessed under the Habitats Regulations.
Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.	Ground Conditions - Amber Sub-strata generally sand over peat. Raft or piled foundations required. High water table likely. No contamination other than naturally occurring methane from peat layers.	Impact on Openness/Landscape - Green Well-contained by the urban area.
Owners Intentions - Amber A site in West Lancashire has been identified for a replacement golf course. This would need to be provided before the site could be developed.	Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Churchtown], the availability of public transport will mean that any future residents will have reasonable access to a wide range of services and facilities, such as schools, GP, dentists, public open spaces, shops and public transport. The local school and GPs are at or near capacity and any significant new development would have to be supported by additional provision in these services.	Traffic and Access - Amber Improvements are required to increase the capacity of the highway network. Poor access for pedestrians. The cumulative traffic impact is likely to be unacceptable if this site is developed, together with the parts of Green Belt parcel S004 identified as being potentially suitable for development.
Are there any wider benefits that can be secured by the development of this site? No		
Conclusions This site should be retained in its current use, due to its unique habitat.		

Green Belt Parcel S007: Land south of Crowland Street, Southport – 22 hectares

Is the site suitable for a use other than housing? The site is more suitable for employment uses, but viability is a key issue.

<p>Agricultural Land - Green Mostly 3b, with a small amount of Grade 2 agricultural land.</p>	<p>Conservation - Green No identified impacts on designated heritage.</p>	<p>Ecology - Amber Will require 'appropriate assessment' under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population if present, + may contain habitat for water voles.</p>
<p>Flood Risk- Green 100% in FZ1. Largely developable without mitigation. 6% at high risk of flooding, 23% at moderate risk. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources especially surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata generally sand over peat. Piled foundations required. High water table likely. Possible gas and contamination as within 250m of known landfill site.</p>	<p>Impact on Openness/Landscape - Green Well-contained site on edge of urban area. Boundary Brook provides a strong boundary preventing future urban sprawl.</p>
<p>Owners Intentions - Green The owner supports development, but has pointed out that viability issues would require some housing to overcome these.</p>	<p>Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre and public transport in the area is quite poor. However it is close to the retail parks and supermarket at Kew. The site is on the periphery of Southport and therefore has quite poor access to a range of services and facilities.</p>	<p>Traffic and Access - Amber Constrained access currently using Butts Lane (inadequate junction and low bridge), with access via Foul Lane also constrained by low bridge. Capacity issues at Kew roundabout.</p>

Are there any wider benefits that can be secured by the development of this site? Yes, this site was identified by the Employment Land and Premises Study as being the only suitable site for a general employment use to serve Southport's needs.

Conclusions:

This site is suitable for a mixed development (housing and employment). It is only suitable for Class B2 or B8 uses, not a Business Park due to the characteristics of the area. The area is affected by a number of constraints, including access, electricity supply and ground conditions. The owners have confirmed the conclusions of previous studies that development would not be viable to develop for employment purposes in unless part of the site was developed for housing.

Green Belt Parcel S008: Kew 'park and ride' site – 2.5 hectares

Is the site suitable for a use other than housing? Yes, should the site no longer be required for a 'park and ride' facility, it would be more appropriately used for employment purposes, together with the adjoining site S007 (land south of Crowland Street).

<p>Agricultural Land - Green Non-agricultural land</p>	<p>Conservation - Green No identified impacts on designated heritage.</p>	<p>Ecology - Green Not assessed, but unlikely to require assessment under the Habitats Regulations.</p>
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<p>Flood Risk - Green 100% FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata generally sand over peat. Piled foundations required. High water table likely. Possible gas and contamination as within 250m of known landfill site.</p>	<p>Impact on Openness/Landscape - Green Brownfield site on edge of urban area. Boundary Brook provides a strong boundary preventing future urban sprawl.</p>
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<p>Owners Intentions -RED Not available - to be retained in current use.</p>	<p>Services and facilities - Amber This site is not within easy walking distance [i.e. is more than 800 metres] of the nearest centre and public transport in the area is quite poor. The site is on the periphery of Southport and therefore has quite poor access to a range of services and facilities, although it is reasonably close to a retail park and Tesco superstore.</p>	<p>Traffic and Access - Amber Could be accessed from Foul Lane or Butts Lane. Both are constrained by low bridges and restricted access to primary road network. Capacity issues at Kew roundabout.</p>
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Are there any wider benefits that can be secured by the development of this site? Yes, the site would form a natural extension to the proposed employment area south of Crowland Street (S007) should it no longer be required for a 'park and ride' facility.

Conclusions
The site is currently not available for development.

Green Belt Parcel S009: Land at Foul Lane, Southport – 9.45 hectares

Is the site suitable for a use other than housing? Yes

Agricultural Land - Green Non- agricultural (tipped land).	Conservation - Green No identified impacts on designated heritage.	Ecology - Amber Not assessed.
Flood Risk - Green 2.6% FZ3, 4.59% FZ2. The site is considered to be at least 75% developable with constraints posed by flood risk from main river and local sources. Areas of surface water flooding greater than 0.3m deep should be avoided where possible. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.	Ground Conditions - Amber Former landfill site - developing filled / tipped sites would be more expensive than dealing with a site whose sub-strata contains naturally occurring bands of peat. Piled foundations required.	Impact on Openness/Landscape - Green Well-contained site on edge of urban area. Boundary Brook provides a strong boundary preventing future urban sprawl.
Owners Intentions - Red Development not likely to be viable for employment due to ground conditions. Currently informal wildlife use.	Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre and public transport in the area is quite poor. The site is on the periphery of Southport and therefore has quite poor access to a range of services and facilities.	Traffic and Access - Amber Access from Foul Lane. Capacity issues at Kew roundabout.

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The site is not suitable for development.

Green Belt Parcel S016: Former Ainsdale Hope High School - 9.5ha		
Is the site suitable for a use other than housing? No		
Agricultural Land - Green Non- agricultural (former school).	Conservation - Green No identified impacts on designated heritage.	Ecology - Amber Buffer for internationally protected habitats + Natterjack Toads may be present. Will require 'appropriate assessment' under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population if present. Winter bird surveys are required before the 'submission' stage of the Local Plan preparation is reached.
Flood Risk- Green 100% in FZ1. Largely developable without mitigation. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources including surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.	Ground Conditions - Amber Sandy soils – school piled, although new development in the vicinity built on normal strip foundations. Potential issue with landfill / methane.	Impact on Openness/Landscape - Green Partly developed site close to village centre. Brownfield site and former school playing fields.
Owners Intentions - Green Would be made available.	Services and facilities - Green Much of the site is within easy walking distance [i.e. less than 800 metres] of the nearest centre and any future residents will have reasonable access to it. As the site is accessible to Ainsdale centre it therefore has good access to a range of local services and facilities. Primary schools, GPs, dentists, shops, public transport and public open spaces are all within easy reach of this site.	Traffic and Access - Green Limited improvements required
Are there any wider benefits that can be secured by the development of this site? Yes, development would help to meet Southport's housing needs.		
Conclusions This site is suitable for housing. It has few constraints and is located close to Ainsdale centre. However, development would need to take account of proximity to internationally protected nature sites.		

Green Belt parcel S017: Land at Lynton Drive, Birkdale - 1.75ha		
Is the site suitable for a use other than housing? No		
Agricultural Land - Green Non- agricultural (unused site).	Conservation - Green No identified impacts on designated heritage.	Ecology - RED Development would inevitably have an adverse impact on an internationally protected species and habitats which are unlikely to be capable of being overcome. Not assessed under the Habitats Regulations.
Flood Risk - Green 100% FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources including surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for Sustainable drainage systems.	Ground Conditions - Green Sandy sub-strata. New development in vicinity built on strip foundations. Potential contamination due to proximity to former railway sheds.	Impact on Openness/Landscape - Green Well-contained site close to station.
Owners Intentions - Green Owners (Network Rail) keen to promote development.	Services and facilities - Green Whilst this site is not within easy walking distance [i.e. more than 800 metres] of the nearest centre [Birkdale]. The site has reasonable good access to a range of services and facilities, including schools, GPs, shops and public transport. The site is small so it is unlikely that the scale of development will require or bring about any new services.	Traffic and Access - Green No major issues.
Are there any wider benefits that can be secured by the development of this site? No		
Conclusions The ecological constraints relating to this site mean that it is not suitable for development.		

Green Belt Parcels S026 and S27: Land at Segars Farm, Pinfold Close, Ainsdale - 22.5 has.

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Green Grade 3b, apart from caravan storage area (non-agricultural).</p>	<p>Conservation - Green No identified impacts. Tree Preservation Order on land to east at Willowbank Caravan Site.</p>	<p>Ecology - Amber Abuts internationally protected nature conservation sites. Will require 'appropriate assessment' under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys are required before the 'submission' stage of the Local Plan preparation is reached.</p>
<p>Flood Risk - Green 100% FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources. Areas of surface water flooding greater than 0.3m deep should be avoided where possible. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata likely to be sand with peat layer so development may require a designed foundation. Probable high water table. No known gas or contamination issues.</p>	<p>Impact on Openness/Landscape - Amber Separated from main urban area by the Coastal Road., with no clear and well-defined boundary to RAF Woodvale.</p>
<p>Owners Intentions - Green Two owners; both have no objection to their land being developed, if required.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. is more than 800 metres] from the nearest centre [Ainsdale], the availability of public transport will mean that any future residents will have reasonable access to it.</p>	<p>Traffic and Access - Amber Development would require a new traffic light junction on Coastal Road. The Coastal Road also acts as a significant barrier to pedestrian movement.</p>

Are there any wider benefits that can be secured by the development of this site? Yes, development would help to meet Southport's housing needs.

Conclusions

The site is suitable for housing. The site has few constraints, although the MOD would need to be consulted on the layout of the site, and care would need to be taken to avoid disturbance to adjacent internationally important habitats and protected species.

Green Belt Parcel S030: Land at Moor Lane, Ainsdale – 5.17 has.		
Is the site suitable for a use other than housing? Yes		
Agricultural Land - Green Grade 3b.	Conservation - Amber Formby House Farm listed building is located adjacent to site's SW corner (on Liverpool Old Road). Farmland setting contributes significantly to its character. The existing woodland edge should be retained to help minimise impacts on Formby House Farmhouse.	Ecology - Amber Will require 'appropriate assessment' under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Wintering bird surveys required before submission.
Flood Risk - Green 0.08% in FZ3, rest FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources including surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.	Ground Conditions - Green Sand and peat sub-strata, with local new developments built on raft or piled foundations. Only known contamination is naturally occurring methane from peat layers.	Impact on Openness/Landscape - Green Open land on edge of the urban area, but wooded area to south would prevent further urban sprawl.
Owners Intentions - Green Owner supports development.	Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Ainsdale], the availability of public transport will mean that any future residents will have reasonable access to it.	Traffic and Access - Amber Capacity issues onto the A565 junction. Poor accessibility to a wide range of transport, and remote from local services..
Are there any wider benefits that can be secured by the development of this site? Yes, the site could contribute to meeting Southport's housing needs		
Conclusions Few constraints, but remote from local services.		

Green Belt Parcel S031: Land at Woodvale Sidings, Ainsdale – 0.5 has.

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Green Partly non-agricultural (kennels). Rest Grade 4. Brownfield site (site of former houses).</p>	<p>Conservation - Green None</p>	<p>Ecology - Amber Will require ‘appropriate assessment’ under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Wintering bird surveys required before submission.</p>
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<p>Flood Risk - Green 3.8% of site in FZ3, rest in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Green Sand and peat sub-strata, with local new developments built on raft or piled foundations. Only known contamination is naturally occurring methane from peat layers.</p>	<p>Impact on Openness/Landscape - Green Infill site on urban edge, partly developed. Well-contained.</p>
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<p>Owners Intentions - Amber Not known.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Ainsdale], the availability of public transport will mean that any future residents will have reasonable access to it. The south part of Ainsdale is less accessible to a range of services and facilities than the north part of the town.</p>	<p>Traffic and Access - Amber Capacity issues onto the A565 junction. Poor accessibility to a wide range of transport, and remote from local services.</p>
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Are there any wider benefits that can be secured by the development of this site? Yes, the site could help to meet some of Southport’s housing needs

Conclusions Few constraints, although site currently in use as kennels, and the owner’s intentions are not known.

Green Belt Parcel S038: Land north of Brackenway, Formby – 6.4 has.

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Green Grade 4.</p>	<p>Conservation - Green No identified impacts on designated heritage.</p>	<p>Ecology – Amber Does not require assessment under the Habitats Regulations Assessment. However, any development would need to maintain the integrity of the Local Wildlife Site. Developer survey submitted at Core Strategy Options stage proposes rest of site to be added to nature reserve so it would be managed.</p>
<p>Flood Risk - Amber Assessment additional area is in FZs 2 and 3, most of the western area is in FZ1. The larger site proposed by developer has been assessed, not the smaller (western) part consulted on at Options stage. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Green Sub-strata generally sand with potentially high water table. Development on Brewery Lane piled. No known landfill or contamination.</p>	<p>Impact on Openness/Landscape - Green Would represent rounding off of the urban area.</p>
<p>Owners Intentions - Green Developer interest.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Formby], the availability of public transport will mean that any future residents will have reasonable access to it. The site is not very accessible to many local services or facilities. There is a local school nearby however this is at [or near] capacity.</p>	<p>Traffic and Access - Amber Not very accessible to a variety of transport modes.</p>

Are there any wider benefits that can be secured by the development of this site? Yes, development of this site could meet some of Formby’s housing needs. It could also secure the management of more of the remaining LWS than at present.

Conclusions The larger site proposed by the prospective developer has a greater risk of flooding. Development could secure improvements to and the management of more of the Local Wildlife Site.

Green Belt Parcel S044: Land north of Formby Industrial Estate – 22.4 has

Is the site suitable for a use other than housing? The site was identified in the Employment Land and Premises Study as the best site for meeting the north of Sefton’s needs for a Business Park.

<p>Agricultural Land - Green Grade 3b.</p>	<p>Conservation - Green No identified impacts on designated heritage. 3 buildings towards Moss Side by date back to 16th Century.</p>	<p>Ecology - Amber Will require ‘appropriate assessment’ under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Wintering bird surveys required before submission.</p>
<p>Flood Risk - Amber 4.8% in FZ3, 57.38% in FZ2. Part of the site is at risk from fluvial flooding despite the presence of defences. However, it is largely developable for employment uses (a ‘less vulnerable use’). The site is considered to be between 40% and 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Mixed sub-strata and site adjacent to river. Most developments either piled or raft foundations.</p>	<p>Impact on Openness/Landscape - Green Well-contained by urban area / development on Moss Side.</p>
<p>Owners Intentions - Green Development supported by owner of the area adjacent to the existing Industrial Estate which should be developed first.</p>	<p>Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Formby]. The site does not have good access to a range of services and facilities, although it is close to the Tesco superstore. The Formby by pass acts a significant barrier from this site to the services and facilities in Formby.</p>	<p>Traffic and Access - Amber A traffic light junction would be required onto the Formby Bypass. Not very accessible to public transport, or walking and cycling routes.</p>

Are there any wider benefits that can be secured by the development of this site? Yes, this is the optimum site for the provision of a new Business Park to serve the north of Sefton.

Conclusions

Although the site is not free from constraints, it would meet the requirements for a new Business Park. It is less suitable for housing.

Green Belt Parcel S048: Land north and east of Liverpool Road, Formby – 14.2 has

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Amber Central part is Grade 2 agricultural land, north and south parts are Grade 3b.</p>	<p>Conservation - Amber Development in the SW corner of the site will need to be designed so that it does not have an adverse impact on the setting of the listed buildings at Lovelady's Farm (within 100m).</p>	<p>Ecology – Green Does not require 'appropriate assessment' under the Habitats Regulations. No significant effects likely.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from local sources such as surface water flooding. Despite being relatively shallow (<0.3m), in places it may constrain the developable area because of the need to not increase flood risk elsewhere. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata mixed with sand + peat layers. Local developments on piled or raft foundations. High water table – potential flood risk.</p>	<p>Impact on Openness/Landscape - Green This is a well-contained site on the edge of the urban area with strong boundaries.</p>
<p>Owners Intentions - Green Most of the site is owned by a developer.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre, the availability of public transport will mean that any future residents will have reasonable access to it. The site has good access to a local primary school, local shops on Liverpool Road and children's play area.</p>	<p>Traffic and Access - Green The Traffic Assessment submitted as part of pre-application submission did not identify any issues.</p>

Are there any wider benefits that can be secured by the development of this site? Development would help to met Formby's housing need, including the need for affordable housing.

Conclusions Few constraints; the site relates well to the urban area.

Green Belt Parcel S049: Land south of Barton Heys Road, Formby – 17.4 ha

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Green Mostly Grade 3b, with same Grade 3a agricultural land on southern edge</p>	<p>Conservation - Amber Land surrounding and to south of Kew Farmhouse (a Grade 2 listed building) should be avoided to increase the suburbanisation of its setting. Archaeological remains on site need further investigation.</p>	<p>Ecology - Amber The site needs ‘appropriate assessment’ under the Habitats Regulations to ensure the integrity of SPA / Ramsar Bird populations are protected.</p>
<p>Flood Risk - Green 0.57% of area in FZ2, 99% has low risk of flooding. Largely developable without mitigation. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding, which would typically be addressed by appropriately managing the other sources of flooding. Most of the site is suitable for Sustainable drainage systems apart from the western edge.</p>	<p>Ground Conditions - Green Sub-strata generally sand. No known development in vicinity.</p>	<p>Impact on Openness/Landscape - Amber Apart from the area around Kew Farmhouse, which should remain open, any development would be seen in the context of the existing settlement.</p>
<p>Owners Intentions - Green Developer interest</p>	<p>Services and facilities - Amber The site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Formby] and public transport in the area is quite poor. Whilst there are schools reasonably close, these are at or near capacity. Many of the services and facilities in Formby are on the other side of the railway.</p>	<p>Traffic and Access - Amber Poor access to a variety of modes of transport. Could exacerbate residential amenity issues in vicinity of site.</p>

Are there any wider benefits that can be secured by the development of this site? The site would help to meet Formby’s housing needs

Conclusions

In order to minimise the impact of any development on the constraints affecting the site, and in particular on the setting of Lovelady’s Farm, only the northern and eastern areas should be identified for development, with the western area identified as a ‘reserve’ site. The central part of the site, adjacent to Kew Farmhouse, should not be developed.

Green Belt Parcel S051: Land fronting Hoggs Hill Lane, Formby – 0.78 has.

Is the site suitable for a use other than housing? The site could form phase 2 of the Powerhouse site redevelopment

<p>Agricultural Land - Green The land is not in agricultural use.</p>	<p>Conservation - Green None</p>	<p>Ecology - Green Does not require assessment under the Habitats Regulations.</p>
<p>Flood Risk – Amber 95% of the site is in FZ3 + 3.4% in FZ2 leaving the frontage to Hoggs Hill Lane in FZ1. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from tidal and local sources, such as areas of surface water flooding. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Not assessed, but likely to be similar to other sites in the area.</p>	<p>Impact on Openness/Landscape - Green The site does not contribute to the openness of the Green Belt, due to the presence of the Powerhouse to its south.</p>
<p>Owners Intentions - Amber The owner supports the development of this area, if it is required.</p>	<p>Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre.</p>	<p>Traffic and Access - Amber The site is located on the eastern side of the Liverpool – Southport railway so has better access than the area to the west. Highway improvements carried out in connection with the development of the Powerhouse site will benefit this area.</p>

Are there any wider benefits that can be secured by the development of this site? The site could make a limited contribution to meeting Formby’s housing needs

Conclusions

The site has been identified as a ‘reserve’ site which should only be developed after the main Powerhouse site. Any development should avoid the area at high risk of flooding.

Green Belt Parcel S053: Land south of Altcar Lane, Formby – 29.0 has.

Is the site suitable for a use other than housing? No

<p>Agricultural Land - Amber A previous assessment confirmed that the site contained Grade 2 agric land.</p>	<p>Conservation - Amber There are listed buildings at Lovelady’s Farm. Development adjacent to this group would be wholly unacceptable, although limited development on the northern and western edges of the parcel could be acceptable.</p>	<p>Ecology - Green Does not require assessment under the Habitats Regulations.</p>
<p>Flood Risk - Green Whole site in FZ1 apart from a small area adjacent to the River Alt. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata mixed with peat and sand layers. Existing developments in vicinity on piled or raft foundations. High water table with potential flood risk.</p>	<p>Impact on Openness/Landscape - Amber Development to the whole site would have greater impact on openness of the Green Belt compared to S048 (land at Liverpool Road).</p>
<p>Owners Intentions - Green Owners support development, if this site is required.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre, the availability of public transport will mean that any future residents will have reasonable access to it. The site has good access to a local primary school, local shops on Liverpool Road and children’s play area.</p>	<p>Traffic and Access - Amber Accessibility improvements are needed to walking and cycling routes.</p>

Are there any wider benefits that can be secured by the development of this site? The site could make a contribution towards meeting Formby’s housing needs.

Conclusions

A limited amount of development adjacent to Altcar Lane would minimise the impact on the listed buildings at Lovelady’s Farm.

Green Belt Parcel S056: Land at North End Lane, Hightown

Is the site suitable for a use other than housing? No

Agricultural Land - Amber

Land at Hamgate farm is Grade 3b, rest of the area consulted on at the Options stage is Grade 3a agricultural land.

Conservation - Amber

St George's Road to the west is architecturally impressive. Whitedge Farm is listed, but its setting unlikely to be impacted on if development is confined to the edges of the parcel away from the listed building. Archaeological interest on North End Lane.

Ecology – Amber

Although not assessed as part of the Habitats Regulations screening, it is likely that there are protected and priority species on site, and 'appropriate assessment' would be required.

Flood Risk - Green

100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.

Ground Conditions - Amber

Sub-strata generally peat. Local development generally on raft or piled foundations. Some risk of flooding due to high water table. No known gas or contamination issues.

Impact on Openness/Landscape - Green

Best site in Hightown in relation to urban area and farm buildings, with least impact on the openness of the Green Belt.

Owners Intentions - RED

Not available for development.

Services and facilities - Amber

Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Formby], the availability of public transport [Hightown Rail Station] will mean that any future residents will have reasonable access to services in other settlements. Hightown village has limited local services and facilities though it does have a GP.

Traffic and Access - Amber

Hightown has a rail station on the Liverpool to Southport line. A565 junction unable to cater for large-scale development in Hightown.

Are there any wider benefits that can be secured by the development of this site? The site could contribute to meeting some of Crosby's housing needs.

Conclusions

This site could meet some of Crosby's housing needs, but the landowners have indicated that it would not be made available for development.

Green Belt Parcel S058: Land east of Hightown

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Site contains Grade 2 and 3a agricultural land.</p>	<p>Conservation - Amber Rose Cottage (Listed Building) is an isolated 19th century dwelling. Development of a suburban character would have an impact, although less than if this were a farmhouse. Archaeological interest on wider parcel.</p>	<p>Ecology - Amber Although not assessed as part of the screening under the Habitats Regulations, it is likely that there are protected and priority species on site, and ‘appropriate assessment’ would be required.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions - Amber Sub-strata generally peat. Local development generally on raft or piled foundations. Some risk of flooding due to high water table. No known gas or contamination issues.</p>	<p>Impact on Openness/Landscape - Amber Development would have a greater impact on the openness of the Green Belt than S056 (land west of North End Lane); if required, should be developed after S056.</p>
<p>Owners Intentions - RED This area will not be released for development.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Formby], the availability of public transport [Hightown Rail Station] will mean that any future residents will have reasonable access to services in other settlements. Hightown village has limited local services and facilities though it does have a GP.</p>	<p>Traffic and Access - Amber Hightown has a rail station on the Liverpool to Southport line. A565 junction unable to cater for large-scale development in Hightown.</p>

Are there any wider benefits that can be secured by the development of this site? The site could help meet some of Crosby’s housing needs.

Conclusions

The site is not available. If developed, it would have an adverse impact on the openness of the Green Belt, and should not be developed before areas with a lower impact.

Green Belt Parcel S066: Land at Hall Road West, Blundellsands

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Green Brownfield site in non-agricultural use.</p>	<p>Conservation Green None known</p>	<p>Ecology - Green Screened out of HRA assessment. May contain common lizard (UK species of principal importance). Ecological appraisal required if proposed for development.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems.</p>	<p>Ground Conditions – Amber Some risk of contamination due to previous use as rail sidings / goods sheds. Likely to require design foundations.</p>	<p>Impact on Openness/Landscape - Green Previously developed site on edge of the urban area.</p>
<p>Owners Intentions - Green Network Rail has begun their internal process to declare the site surplus to operational requirements so that it can be put out to tender.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre, the availability of public transport will mean that any future residents will have reasonable access to services and facilities elsewhere is possible.</p>	<p>Traffic and Access - Green Small infill site on urban edge is likely to have minimal impact on highway network.</p>

Are there any wider benefits that can be secured by the development of this site? Development on a brownfield site is not inappropriate development in the Green Belt. The site could meet a small part of Crosby's housing needs, and could help secure additional parking at the station.

Conclusions

Brownfield site with few constraints could secure some additional station parking as well as a small amount of parking. However the narrow width of the site could restrict the amount of development on the site. There is also a need to ensure that privacy issues relating to any new housing are addressed.

Green Belt Parcel S068 – Land at Elmcroft Lane and Sandy Lane, Hightown

Is the site suitable for a use other than housing? No.

Agricultural Land - Green

The land comprises Grade 3b and 4 agricultural land and playing fields.

Conservation - Amber

Archaeological and WW2 relics need investigation. Potential impact on setting of Rose Cottage.

Ecology - Amber

Screening under the Habitats Regulations indicates 'appropriate assessment' would be required to ensure the adequate protection of SPA/ Ramsar bird populations.

Flood Risk - Green

100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local source such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding, which would typically be addressed by appropriately managing the other sources of flooding. Groundwater may also affect the sites suitability for SuDS.

Ground Conditions - Amber

Sub-strata generally peat. Local development generally on raft or piled foundations. Some risk of flooding due to high water table. No known gas or contamination issues.

Impact on Openness/Landscape - Amber

Development of the whole area would have a significant impact on the openness of the Green Belt sites in Hightown; although limited development could constitute 'rounding off' with less impact.

Owners Intentions - Amber

Would be released if required, as lowest quality agricultural land. Recreation assets should be retained.

Services and facilities - Amber

Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Formby], the availability of public transport [Hightown Rail Station] will mean that any future residents will have reasonable access to other settlements. Hightown has limited local services and facilities though it does have a GP.

Traffic and Access - Amber

Hightown has a rail station on the Liverpool to Southport line. The A565 junction is unable to cater for large-scale development in Hightown.

Are there any wider benefits that can be secured by the development of this site? The development of a small part of this site would be in proportion to the size of the existing village, and could help to meet some of Crosby's housing needs

Conclusions

The development of a small part of this site would be in proportion to the size of Hightown. As this area comprises the poorest quality agricultural land, it is the most suitable area.

Green Belt Parcel S077: Land west of Virgin's Lane, Crosby

Is the site suitable for a use other than housing? No.

Agricultural Land - Amber

Grade 2 agricultural land.

Conservation - RED

Development would have an unacceptable impact on the setting of Little Crosby and Crosby Hall Conservation Areas. It would also have a lesser impact on the Moor Park Conservation Area. Cottage Farmhouse is a Grade 2 listed building. This area is also thought to be archeologically important.

Ecology – Amber (not screened)

Assessment under the Habitats Regulations would be required. Development is likely to have an unacceptable impact on internationally and nationally protected species.

Flood Risk - Green

100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources, such as surface water flooding. The risk from ordinary watercourses should not constrain development.

Ground Conditions - Green

Ground conditions vary between sandstone to clay and fill. No evidence of contamination.

Impact on Openness/Landscape - RED

Although development could be viewed as 'rounding off' of the urban area, this would have an adverse impact on the setting of Crosby Hall.

Owners Intentions - RED

The site would not be made available.

Services and facilities - Green

Whilst this site is not within easy walking distance [i.e. more than 800 metres] of the nearest centre, the availability of public transport will mean that any future residents will have reasonable access to it. The site is close to the centre of Thornton ['The Crescent']. This provides a range of services, facilities and shops. Whilst the site has good access to the open countryside there are no local parks or children's play spaces in the area.

Traffic and Access - RED

The local highway network is well above capacity which will not be resolved by the construction of the Thornton – Switch Island link road; space constraints prevent any improvement.

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The site is subject to significant constraints which cannot be remediated.

Green Belt Parcel S078: Land east of Virgin's Lane, Crosby

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Grade 2 agricultural land.</p>	<p>Conservation - RED Development would impact on the setting of Crosby Hall walled park. This area is also thought to be archeologically important.</p>	<p>Ecology – Amber (not assessed) HRA is likely to be required. Development would be likely to have an unacceptable impact on internationally and nationally protected species.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources, such as surface water flooding. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions - Green Ground conditions vary between sandstone to clay and fill. No evidence of contamination.</p>	<p>Impact on Openness/Landscape - RED Although development could be viewed as 'rounding off' of the urban area, this would have an adverse impact on the setting of Crosby Hall.</p>
<p>Owners Intentions - RED The site would not be made available.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. more than 800 metres] of the nearest centre, the availability of public transport will mean that any future residents will have reasonable access to it. The site is close to the centre of Thornton ['The Crescent']. This provides a range of services, facilities and shops. Whilst the site has good access to the open countryside there are no local parks or children's play spaces in the area.</p>	<p>Traffic and Access - RED The local highway network is well above capacity which will not be resolved by the construction of the Thornton – Switch Island link road; space constraints prevent any improvement.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The site is subject to significant constraints which cannot be remediated.

Green Belt Parcel S086: Land at Southport Old Road, Thornton

Is the site suitable for a use other than housing? No.

Agricultural Land - Amber

The area comprises Grade 2 and 3a agricultural land. This area would be separated from the rest of the agricultural holding by the construction of the Thornton – Switch Island link road, and agricultural vehicles would have to access the site through the residential area.

Conservation - Amber

Site of mediaeval tofts.

Ecology - Amber

Will require 'appropriate assessment' under the Habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.

Flood Risk - Green

100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development.

Ground Conditions - Green

Sub-strata clay or sandy clay with high water table. Local developments on piled or raft foundations.

Impact on Openness/Landscape – Green

The Thornton – Switch Island link road would create a clearer, more well-defined boundary that the proposal consulted on at the Options stage, where Brooms Cross Community Woodland would have formed the boundary to any development in this area.

Owners Intentions Green

The land will be made available at the appropriate time.

Services and facilities - Green

Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Crosby], the availability of public transport will mean that any future residents will have reasonable access to Crosby. The site is reasonably close to the centre of Thornton [the 'Crescent']. This provides a range of services, facilities and shops. Whilst the site has good access to the open countryside there are no local parks or children's play spaces in the area.

Traffic and Access - Amber

Improvements to walking and cycling are required.

Are there any wider benefits that can be secured by the development of this site? The site could meet some of Crosby's housing needs.

Conclusions

The site boundaries have changed from the Options consultation to reflect the proposed construction of the Thornton – Switch Island link road. It is relatively free from constraints.

Green Belt Parcel S088: Land at west of Rothwell's Lane, Thornton

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber The area comprises Grade 2 and 3a agricultural land. This area would be separated from the rest of the agricultural holding by the construction of the Thornton – Switch Island link road, and agricultural vehicles would have to access the site through the residential area.</p>	<p>Conservation - Amber Site of mediaeval tofts, Orchard House dates from 18th C.</p>	<p>Ecology - Amber Will require 'appropriate assessment' under the Habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions - Green Sub-strata clay or sandy clay with high water table. Local developments on piled or raft foundations.</p>	<p>Impact on Openness/Landscape – Green The Thornton – Switch Island link road would create a clearer, more well-defined boundary that the proposal consulted on at the Options stage, where Brooms Cross Community Woodland would have formed the boundary to any development in this area.</p>
<p>Owners Intentions Green The land will be made available at the appropriate time.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Crosby], the availability of public transport will mean that any future residents will have reasonable access to Crosby. The site is reasonably close to the centre of Thornton [the 'Crescent']. This provides a range of services, facilities and shops. Whilst the site has good access to the open countryside there are no local parks or children's play spaces in the area.</p>	<p>Traffic and Access - Amber Improvements to walking and cycling are required.</p>

Are there any wider benefits that can be secured by the development of this site? The site could meet some of Crosby's housing needs.

Conclusions

The site boundaries have changed from the Options consultation to reflect the proposed construction of the Thornton – Switch Island link road. It is relatively free from constraints.

Green Belt Parcel S089: Land west of Rothwell's Lane, Thornton

Is the site suitable for a use other than housing? Yes, it is held for future cemetery expansion

<p>Agricultural Land - Amber Grade 2 agricultural land.</p>	<p>Conservation - Amber Site of mediaeval tofts, Orchard House dates from 18th C. – OH within S086, not S089.</p>	<p>Ecology - Amber Will require 'appropriate assessment' under the habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as areas of surface water flooding. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions Green Sub-strata clay or sandy clay with high water table. Local developments on piled or raft foundations.</p>	<p>Impact on Openness/Landscape - Green The construction of the proposed Thornton – Switch Island link road will provide a clear and well-defined boundary.</p>
<p>Owners Intentions - RED Most of the area is owned by Sefton Council and is held for the future extension of Thornton Cemetery.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Crosby], the availability of public transport will mean that any future residents will have reasonable access to Crosby. The site is reasonably close to the centre of Thornton [the 'Crescent']. This provides a range of services, facilities and shops. Whilst the site has good access to the open countryside there are no local parks or children's play spaces in the area.</p>	<p>Traffic and Access - Amber Improvements to walking and cycling are required.</p>

Are there any wider benefits that can be secured by the development of this site? The site is not available for development.

Conclusions

The site boundaries have changed from the Options consultation to reflect the proposed construction of the Thornton – Switch Island link road. It is relatively free from constraints.

Green Belt Parcel S092: Land at Runnell's Lane, Thornton – 5.23 has.

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber A previous survey indicates the site contains Grade 1 + 2 agricultural land.</p>	<p>Conservation - Amber A line of upright stone slabs marks the site of an 18th Century house.</p>	<p>Ecology - Green Screened out for Habitat Regulations purposes. An ecological appraisal would be required prior to development as the site contains standing water and hedgerows. Japanese Knotweed would need to be eradicated.</p>
<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources.</p>	<p>Ground Conditions - Green No recent development in area, but likelihood is the substrata will be sand or clay.</p>	<p>Impact on Openness/Landscape - Amber Although development would narrow the gap, development adjacent to the houses on Runnells Lane would not reduce the gap below the gap between Rushton's Nursery and Netherton to the immediate south.</p>
<p>Owners Intentions - Green The owners proposed this site as part of Core Strategy Options consultation.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Crosby or Netherton], the availability of public transport will mean that any future residents will have reasonable access to many existing services and facilities. A GP is located reasonably close to the area.</p>	<p>Traffic and Access - Amber Accessibility requirements would be required.</p>

Are there any wider benefits that can be secured by the development of this site? The site could meet some of Crosby's housing needs.

Conclusions

The site was not consulted on at Core Strategy Options stage. Although it would narrow the gap at the northern end of the Rimrose Valley, it would not reduce the gap to less than the distance between Rushton's Nursery (which is located adjacent to it) and Netherton.

Green Belt Parcel S093: Rushton's Nursery, Runnell's Lane, Thornton – 1.76 has.

Is the site suitable for a use other than housing? No.

Agricultural Land - Amber

Site contains Grades 1, 2 and 3a agricultural land. Partly developed.

Conservation - Amber

Site of 18thC mill.

Ecology - Green

Screened out under the Habitats Regulations assessment.

Flood Risk - Green

100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources, such as surface water flooding.

Ground Conditions - Green

No recent development in area, but likelihood is the sub-strata will be sand or clay.

Impact on Openness/Landscape - Green

Partly developed as a garden centre and polytunnels. Development would restrict gap between Thornton and Netherton marginally.

Owners Intentions - Green

The owner supports the development of this site.

Services and facilities - Amber

Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Crosby or Netherton], the availability of public transport will mean that any future residents will have reasonable access to it. A GP is located reasonably close to the area.

Traffic and Access - Amber

Accessibility improvements required.

Are there any wider benefits that can be secured by the development of this site? The site could meet some of Crosby's housing needs.

Conclusions

The site contains some brownfield land, and has few constraints. It could help to meet some of Crosby's housing needs.

Green Belt Parcel S095: Land at Lydiate Lane, Thornton – 8.96 has.

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber The site contains some Grade 2 and 3a agricultural land.</p>	<p>Conservation - Green None known.</p>	<p>Ecology - Amber 'Appropriate assessment' will be required under the Habitat Regulations. Wintering bird surveys will also be required prior to submission of the Local Plan.</p>
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<p>Flood Risk - Green 100% in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources. Areas of surface water flooding up to 0.3m deep should be managed to avoid impacts to properties. Areas of surface water flooding greater than 0.3m deep should be avoided where possible. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions - Green No recent development in area, but likelihood is the substrata will be sand or clay.</p>	<p>Impact on Openness/Landscape - Green Following the construction of the Thornton- Switch Island link road, development of this area would 'round off' the urban area, minimising the impact on the openness of the Green Belt.</p>
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<p>Owners Intentions - Green The land would be made available if required.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Crosby or Netherton], the availability of public transport will mean that any future residents will have reasonable access to many existing services and facilities. A GP is reasonable close to the area.</p>	<p>Traffic and Access - Amber Accessibility improvements would be required.</p>
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Are there any wider benefits that can be secured by the development of this site? The site could meet some of Crosby's housing needs

Conclusions
This site should not be developed before S092 (land at Runnell's Lane) in order to minimise the impact of development on the openness of the Green Belt. It has few constraints. The site boundary has been altered to reflect the route of the Thornton- Switch Island link road, which would form the natural boundary to the development site.

Green Belt Parcel S110: Land west of South Meade, Maghull		
Is the site suitable for a use other than housing? No.		
Agricultural Land - Amber The site contains Grade 1 and 2 agricultural land.	Conservation - Green None known, but there may be archaeological records due to proximity to Maghull Manor (within the adjacent Parkfield Trust site).	Ecology - Amber Not assessed. May contain internationally protected species so would need screening under the Habitats Regulations.
Flood Risk - Amber 35.5% in FZ3, 59.70% in FZ2. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and requires further investigation. Assessment under the Habitats Regulations would be required. The risk from canal failure should not affect the site's developability but should be taken into account when considering the sites flood risk management measures.	Ground Conditions - Amber Development to South and East built on firm clay sub-strata. Western edge within 250m of a known landfill site.	Impact on Openness/Landscape - Green Rounding off on the edge of the urban area.
Owners Intentions - Green The owner of part of site promoted development at Core Strategy Options stage.	Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull]. The site has good access to local primary schools and there are GPs and Dentists nearby. Public transport is available on Liverpool Road/Southport Road. Access to the wider open countryside is easily accessible and there are a number of children's play areas close by.	Traffic and Access - Amber Access across Leeds Liverpool Canal is constrained. It is not possible to develop S110, S111 and S112 without overloading highway network.
Are there any wider benefits that can be secured by the development of this site? No		
Conclusions This is the most constrained site in Maghull, and should not be developed unless there are no other alternatives.		

Green Belt Parcel S111: Land bounded by Green Lane, Maghull

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Mostly Grade 1 with a pocket of 3b on the SW side of the site.</p>	<p>Conservation – Amber Contains ‘Peel Field’, a moated site identified from aerial photo. Further investigation required. Abuts St James Church. Tree Preservation Order adjacent to NE corner.</p>	<p>Ecology - Amber Not assessed under the Habitats Regulations. May contain internationally protected species.</p>
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<p>Flood Risk - Green 0.13% in FZ3, 1.89% in FZ2. The site is considered to be at least 75% developable with constraints posed by flood risk from main river and local sources. Areas of surface water flooding greater than 0.3m deep should be avoided where possible. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for SuDS. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.</p>	<p>Ground Conditions - Amber Known development to S of site built on firm clay sub-strata, developments to NE founded on a sub-strata of sand clay to sand. Western edge of site within 250m of a known landfill site.</p>	<p>Impact on Openness/Landscape - Green Well contained site surrounded by Green Lane, originally intended as phase 2.</p>
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<p>Owners Intentions - Green The owner promoted development of this site at Core Strategy Options stage.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull], the availability of public transport will mean that any future residents will have reasonable access to it. The site has good access to local primary schools and there are GPs and dentists nearby. Public transport is available on Liverpool Road/Southport Road. Access to the wider open countryside is easily accessible and there are a number of children’s play areas close by.</p>	<p>Traffic and Access - Amber Access across Leeds Liverpool Canal is constrained. It is not possible to develop S110, S111 and S112 without overloading highway network.</p>
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Are there any wider benefits that can be secured by the development of this site? No

Conclusions
This is the best site to the west of Maghull, should housing be needed in this area. Access is severely constrained across the Leeds Liverpool Canal.

Green Belt Parcel S112: Land south of Bell's Lane, Maghull		
Is the site suitable for a use other than housing? No.		
Agricultural Land - Amber The site contains mostly Grades 1 + 2, although some 3b agricultural land is present adjacent to Bells Lane.	Conservation - Amber The site contains the site of the 18 th C Bells Farm, adjacent to 553 Green Lane.	Ecology - Amber Not assessed. May contain internationally protected species. Would require screening under the Habitats Regulations.
Flood Risk - Green 100% of site in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources. Such as surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for SuDS. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.	Ground Conditions - Green Known developments to S + E of site on sand, developments to N on clay / sand sub-strata.	Impact on Openness/Landscape - Amber Would have a greater impact on the openness of the Green Belt, with a lack of a clear and well-defined boundary to the west (drain and public footpath only).
Owners Intentions - Amber Multiple ownership, all support development.	Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull], the availability of public transport will mean that any future residents will have reasonable access to it. The sites have good access to local primary schools and there are GPs and dentists nearby. Public transport is available on Liverpool Road/Southport Road. Access to the wider open countryside is easily accessible and there are a number of children's play areas close by.	Traffic and Access - Amber Access across Leeds Liverpool Canal is constrained. It is not possible to develop S110, S111 and S112 without overloading highway network.
Are there any wider benefits that can be secured by the development of this site? No		
Conclusions The site is not naturally contained by strong physical features which could give rise to urban sprawl in the future. The fact that it is in multiple ownerships makes delivery less certain than S111, should further development be needed to the west of Maghull.		

Green Belt Parcel S122: Land north of Lamshear Lane, Lydiate – 31.2 has.

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber The area contains mostly Grade 1, 2 and 3a agricultural land with a small amount of Grade 3b agricultural land.</p>	<p>Conservation - Amber The area contains the site of 18th Century building on Lamshear Lane, and an 18th Century windmill on Liverpool Road which has been converted into a dwelling.</p>	<p>Ecology - Amber Will require ‘appropriate assessment’ under the Habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Green 100% of site in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions - Green Developments to all sides on sand sub-strata.</p>	<p>Impact on Openness/Landscape - Amber The draft Green Belt Study states the site should be developed after S123 to minimise the impact on the openness of the Green Belt, but developer’s submission says it is more enclosed than S123.</p>
<p>Owners Intentions - Amber Multiple owners, although most of site ‘owned’ by Mactaggart + Mickel. Some other owners have indicated interest in their areas being developed. Existing buildings around periphery of site likely to be retained.</p>	<p>Services and facilities - Green Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull], the availability of public transport will mean that any future residents will have reasonable access to it. There are primary schools in the Lydiate area, a GP reasonably close and an open space with a children’s play area. Apart from a small shopping parade, there aren’t many or shops and services near the village. However, the developers are proposing to build a local centre to serve the development.</p>	<p>Traffic and Access - Amber Good access to highway network. Accessibility improvements needed.</p>

Are there any wider benefits that can be secured by the development of this site? The development of this site would provide local shops to serve Lydiate. It may also provide an opportunity to resolve surface water flooding issues on Moss Lane.

Conclusions

This is a reasonably unconstrained site. Whilst it offers some benefits, it cannot deliver a 25 hectare Business Park, and this is has been identified as a ‘reserve’ site, along with the adjacent S123.

Green Belt Parcel S123: Land at Liverpool Road / A59, Lydiate - 9.8 has.

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber A previous surveyed indicates t area contains Grades 1 + 2 agricultural land.</p>	<p>Conservation - Green None known.</p>	<p>Ecology - Amber The site will need an ‘appropriate assessment’ appraisal under the Habitats Regulations in order to protect the integrity of any SPA / Ramsar site bird population.</p>
<p>Flood Risk - Green 100% of site in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources.</p>	<p>Ground Conditions - Green Surrounded by sand except SE corner of site where the sub-strata changes to sandy clay.</p>	<p>Impact on Openness/Landscape - Green A well contained site on the edge of Lydiate bounded by the A59 and Liverpool Road.</p>
<p>Owners Intentions - Green The owners support the development of these sites.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull], the availability of public transport will mean that any future residents will have reasonable access to it. There are primary schools in the Lydiate area, a GP reasonably close and an open space with a children’s play area. Apart from a small shopping parade, there aren’t many or shops and services near the village.</p>	<p>Traffic and Access - Amber Good access to highway network. Accessibility improvements needed.</p>

Are there any wider benefits that can be secured by the development of this site? The development of this site could secure the relocation of Moreton’s Dairy onto an industrial estate, thereby reducing its impact on nearby residential properties.

Conclusions

As the site would not be required to meet Maghull’s housing needs which will be met by the sites east of the Liverpool – Ormskirk railway, it has been included on the ‘reserve’ list of sites.

Green Belt Parcel S125: Maghull Smallholdings Estate

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - RED Mostly Grade 2 agricultural land, with grade 3b on northern slopes towards Conscough Brook. The Agricultural Land Study recommend that this site should not be developed due to amount of high cost infrastructure (glasshouses etc) on site.</p>	<p>Conservation - Amber The site contains the site of Milbank Farm.</p>	<p>Ecology – N/A Not assessed as part of the Habitats Regulations screening</p>
<p>Flood Risk - Green 2.9% in FZ3, 3.45% in FZ2. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources. Areas of surface water flooding greater than 0.3m deep should be avoided where possible. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions - Green Existing development to S + E are founded on firm clay substrata.</p>	<p>Impact on Openness/Landscape - Amber Partly seen against the Ashworth / HMP Kennet complex (in the Green Belt). Development should not project beyond the ridge line towards Conscough Brook.</p>
<p>Owners Intentions - RED Multiple ownership (15+ owners), virtually no interest in promoting any parts of the site for development.</p>	<p>Services and facilities - Amber Whilst this site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull], the availability of public transport will mean that any future residents will have reasonable access to it. The site is not accessible to any local facilities or services except Northway Primary School is within about 500 metres away.</p>	<p>Traffic and Access - Amber Improvements to infrastructure and accessibility required if developed.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The site should remain in agricultural use.

Green Belt Parcel S128: Former prison site, Maghull – 13.6 hectares

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Green Not agricultural land.</p>	<p>Conservation - Green Heritage statement submitted to support the prison planning application indicates the potential for as yet unknown buried archaeological remains within the proposed development site being identified as being low to nil.</p>	<p>Ecology - Green The ecological statement submitted to support the prison planning application indicates there is an active bat roost on site. No great crested newts, badgers, water voles or invasive plant species have been found on site and no other protected/notable fauna will be affected by the proposed redevelopment for a prison.</p>
<p>Flood Risk - Green A site-specific Flood Risk Assessment was submitted with planning application. All of site in Flood Zone 1. No issues are anticipated.</p>	<p>Ground Conditions - Amber There is shallow ground and groundwater contamination present in limited localised areas. This does not appear likely to impact significantly on the proposed development, nor on the surrounding environment.</p>	<p>Impact on Openness/Landscape - Green A brownfield site in Green Belt, adjacent to Ashworth Hospital which limits its impact on the openness of the Green Belt.</p>
<p>Owners Intentions - Green The site is likely to be disposed of by the Ministry of Justice.</p>	<p>Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull] and public transport in the area will need to be improved. The site contains the site of the proposed Maghull north station.</p>	<p>Traffic and Access - Amber Improvements to infrastructure and accessibility would be required if developed.</p>

Are there any wider benefits that can be secured by the development of this site? The site comprises previously developed land on the edge of the urban area, and would complement the development of the larger area south of School Lane (S129).

Conclusions

The site comprises previously developed land on the edge of the urban area, and its redevelopment for housing would help to meet the need for housing in the Maghull area.

Green Belt Parcel S129: land east of Maghull – 85.5 hectares

Is the site suitable for a use other than housing? This is the only site that can deliver a 25 hectare Business Park to serve the south of Sefton, as well as housing.

<p>Agricultural Land - Amber Mostly Grade 3a agricultural land with some Grade 1 + 2 agricultural land and a small amount of Grade 3b agricultural land.</p>	<p>Conservation - Amber Site contains a 19th Century house and earlier outbuildings at Bradleys Farm.</p>	<p>Ecology - Amber Will require 'appropriate assessment' under the Habitat Regulations to provide adequate protection to the protection of the SPA /Ramsar site bird population.</p>
<p>Flood Risk - Amber 9.3% in FZ3, 13.63% in FZ2. The site is considered to be at least 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development on part of the site and requires further investigation.</p>	<p>Ground Conditions - Amber Existing development to South and West are founded on firm clay sub-strata.</p>	<p>Impact on Openness/Landscape - Green A large site with a clear and well-defined boundary to east (M58).</p>
<p>Owners Intentions - Green Two consortia have options on site, including provision of Business Park.</p>	<p>Services and facilities - Green This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull] and public transport in the area will need to be improved. However, the site is large enough to provide a local centre to serve the new community. The southern part of this large site has access to any existing services and facilities, such as Summerhill Primary and Maghull Train Station.</p>	<p>Traffic and Access – Green The development of this site can provide significant infrastructure and accessibility improvements, including the provision of Maghull North station and the southbound spurs onto the M58 motorway.</p>

Are there any wider benefits that can be secured by the development of this site? Yes, this site is the only site capable of providing a 25 hectare Business Park to serve the south of Sefton, but will also create a self-contained new neighbourhood and ensure necessary infrastructure in the area is provided.

Conclusions

This is a large site that delivers many benefits. It will not be fully developed during the plan period. Due to its size, there is no need for any additional release of Green Belt sites in Maghull to meet locally generated needs, apart from the 'prison' site.

Green Belt Parcel S131: Land at Melling Lane, Maghull

Is the site suitable for a use other than housing? No.

Agricultural Land - Amber Grade 2 agricultural land.	Conservation - Green A Tree Preservation Order abuts western boundary with Willow Hey.	Ecology - Amber 'Appropriate assessment' will be required under the Habitat Regulations to ensure the integrity of the SPA/Ramsar site bird population.
Flood Risk - Amber 37% of site is in Flood Zone 2. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.	Ground Conditions - Amber Existing developments to N on sandy clay sub-strata. SE corner of site within 250m of know landfill site.	Impact on Openness/Landscape - Green Well contained site with clear and well-defined boundary to east (M58).
Owners Intentions - Green Land could be developed if required.	Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull]. Public transport and access to local services and facilities are poor in this area.	Traffic and Access - Amber Accessibility improvements are required.

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The site has been identified as a reserve site, due to the constraints which are likely to restrict its developability.

Green Belt Parcel S132: Land between the M58, the Leeds Liverpool Canal and The Liverpool – Ormskirk railway

Is the site suitable for a use other than housing? Yes / No.

<p>Agricultural Land - Amber Mostly Grades 2 and 3a, with some 4.</p>	<p>Conservation - Green None known.</p>	<p>Ecology – not assessed Likely to have water voles, eels + farmland birds. Would require ‘appropriate assessment’ under the Habitat Regulations.</p>
<p>Flood Risk - Amber 10.6% in FZ3, 13.5% in FZ2. The site is considered to be at least 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and requires further investigation. Groundwater may influence other sources of flooding, which would typically be addressed by appropriately managing the other sources of flooding. Groundwater may also affect the sites suitability for SuDS. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.</p>	<p>Ground Conditions - Amber Existing developments to N on sandy clay sub-strata, whilst W + E sides have clay sub-strata. NE corner of site within 250m of know landfill site.</p>	<p>Impact on Openness/Landscape - Green Well contained by M58 to east.</p>
<p>Owners Intentions - Amber Not known.</p>	<p>Services and facilities - Amber This site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Maghull] and public transport in the area is quite poor. Even if access were to be solved access to local services and facilities are poor in this area.</p>	<p>Traffic and Access - RED This site is ‘landlocked’ by the railway line, the M58 and the Leeds-Liverpool canal. It would be difficult to gain access to the site.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The lack of access would appear to rule out development.

Green Belt Parcel S144: and north of Rainbow Drive, Melling – 5.8 has.

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Grades 3a + 3b agricultural land (DEFRA post-1988 survey).</p>	<p>Conservation - Amber Site of Bentemple Farm on Waddicar Lane frontage, North of scout hall.</p>	<p>Ecology- Amber Will require 'appropriate assessment' under the habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Green 100% of site in Flood Zone 1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources such as surface water flooding. The risk from ordinary watercourses should not constrain development.</p>	<p>Ground Conditions - Green Sub-strata generally stiff clay. No known landfill within 250m.</p>	<p>Impact on Openness/Landscape - Green 'Rounding off' on land which relates well to the adjacent urban area (between the existing development on Waddicar Lane and Tower Hill (Kirkby)).</p>
<p>Owners Intentions - Green The land would be released for development if required.</p>	<p>Services and facilities - Amber The site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Aintree/Old Roan]. Melling is a village with limited amount of local facilities. It does have a primary school, which is at [or close to capacity] and GP surgery and open space. It does not have a wide range of shops and public transport is quite limited.</p>	<p>Traffic and Access - Amber Further development would increase pressure on the road network. Significant improvements required.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The development of this site would have a minimal impact on the openness of the Green Belt.

Green Belt Parcel S145: Land at Wadacre Farm, Melling

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Mostly Grade 3a agricultural land with some Grade 3b.</p>	<p>Conservation - Amber Wadacar Farm occupies site of earlier buildings – site may have some archaeological interest.</p>	<p>Ecology - Amber Will require ‘appropriate assessment’ under the habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Amber 100% of site in FZ1. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from local sources, especially from surface water flooding. The risk from ordinary watercourses should not constrain development. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.</p>	<p>Ground Conditions - Green Sub-strata generally stiff clay. No known landfill within 250m.</p>	<p>Impact on Openness/Landscape - Green Site would ‘round off’ the village.</p>
<p>Owners Intentions - Green Owner has indicated willingness for land to be developed at Core Strategy Options stage. Agent appointed.</p>	<p>Services and facilities - Amber The site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Aintree/Old Roan]. Melling has a limited amount of local facilities. It has a primary school, which is at [or close to capacity] and GP surgery and open space. It does not have a wide range of shops and public transport is quite limited.</p>	<p>Traffic and Access - Amber Further development would increase pressure on the road network. Significant infrastructure required.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The development of this site would have a minimal impact on the openness of the Green Belt.

Green Belt Parcel S152: Land north of Spencer's Lane, Melling

Is the site suitable for a use other than housing? No.

<p>Agricultural Land – Green Grade 3b agricultural land.</p>	<p>Conservation - Green None known.</p>	<p>Ecology – not assessed Likely to be similar to S145 – Will require ‘appropriate assessment’ under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Green 100% of site in FZ1. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources including areas of surface water flooding. Groundwater may influence other sources of flooding, which would typically be addressed by appropriately managing the other sources of flooding. Groundwater may also affect the sites suitability for SuDS. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.</p>	<p>Ground Conditions - Green Sub-strata generally stiff clay. No known landfill within 250m.</p>	<p>Impact on Openness/Landscape - RED Relates less well to Melling than other sites adjacent to the village, as it is located on western side of the Leeds-Liverpool Canal to most of settlement, and there is not natural boundary to prevent further encroachment of the countryside.</p>
<p>Owners Intentions - Green Would be made available if required</p>	<p>Services and facilities - Amber The site is not within easy walking distance [i.e. less than 800 metres] of the nearest centre [Aintree/Old Roan]. Melling is a village with limited amount of local facilities. It has a primary school, which is at [or close to capacity] and GP surgery and open space. It does not have a wide range of shops and public transport is quite limited.</p>	<p>Traffic and Access - Amber Further development would put increased pressure on the road capacity. Significant infrastructure required.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

This site relates less well to the existing settlement than the other sites adjacent to the village.

Green Belt Parcel S154: Land west of Bull's Bridge Lane, Aintree

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Predominantly Grade 2 agricultural land with, Grade 3b to east.</p>	<p>Conservation - Green None known.</p>	<p>Ecology – not assessed Likely to require ‘appropriate assessment’ under the Habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Green 45% of site in FZ2. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources, including surface water flooding. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.</p>	<p>Ground Conditions - Green Sub-strata generally sandy clay. No known landfill within 250m.</p>	<p>Impact on Openness/Landscape - Green Although on North bank of the River Alt, the site is well-contained by the M57 to North.</p>
<p>Owners Intentions - Green Owner promoted development at Core Strategy Options stage.</p>	<p>Services and facilities - Green The site is within reasonable travel distance to both the Old Roan centre [which includes public transport and shops] and the local shopping parade on the Altway. There are two local schools, although these are either at or near capacity, and a GP.</p>	<p>Traffic and Access - Red Roads near capacity. Significant infrastructure required.</p>

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The highways network is at capacity which precludes much additional development in Aintree.

Green Belt Parcel S155: Land at Mill Farm / Wango Lane, Aintree

Is the site suitable for a use other than housing? No.

Agricultural Land - Green

Land non-agricultural (unused). Isolated location makes it unlikely that the land would be brought back into agricultural use.

Conservation - Amber

Valley House is a Listed Building – setting may impact on developability of area to its east.

Ecology – Amber

Will require ‘appropriate assessment’ under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.

Flood Risk - Green

39.79% in FZ2. The site is considered to be at least 75% developable with some constraints posed by flood risk from local sources, including areas of surface water flooding. Groundwater may also influence other forms of flooding and affect the site’s suitability for sustainable drainage systems. The risk from canal failure should not affect the site’s developability but should be taken into account when considering the site’s flood risk management measures.

Ground Conditions - Green

Sub-strata generally stiff clay. No known landfill within 250m.

Impact on Openness/Landscape - Green

Well-contained by the M57 to North.

Owners Intentions - Green

Both landowners promoted development at Core Strategy Options stage.

Services and facilities - Green

These sites are within reasonable travel distance to both the Old Roan centre [which includes public transport and shops] and the local shopping parade on the Altway. There are two local schools, although these are either at or near capacity, and a GP.

Traffic and Access - Amber

The road network is near capacity. Only a limited amount of additional development should be permitted in Aintree.

Are there any wider benefits that can be secured by the development of this site? No

Conclusions

The land adjacent to Valley House could accommodate a small amount of housing with minimal impact on the openness of the Green Belt and the highway network.

Green Belt Parcel S157: Land at Oriel Drive, Aintree		
Is the site suitable for a use other than housing? No.		
Agricultural Land - Amber Mainly Grades 2 – 3a, with some Grade 4 in low-lying central area.	Conservation - Green None known.	Ecology – not assessed Japanese Knotweed (invasive species) present. Likely to require ‘appropriate assessment’ under the habitat Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys likely to be required before Local Plan submission.
Flood Risk - Amber 86.23% of site in FZ2. The site is considered to be between 40% and 75% developable with constraints posed by flood risk from main river and local sources. The risk from ordinary watercourses may constrain development and require further investigation. Groundwater may influence other sources of flooding and may also affect the sites suitability for sustainable drainage systems. The risk from canal failure should not affect the sites developability but should be taken into account when considering the sites flood risk management measures.	Ground Conditions - Green Sub-strata generally sand or sandy clay. New house built 2002 to SE of site built on piled foundations. No known landfill within 250m.	Impact on Openness/Landscape- Green Well-contained by the M57 to North.
Owners Intentions - Green Owner promoted development at Core Strategy Options stage.	Services and facilities - Green This site is within reasonable travel distance to both the Old Roan centre [which includes public transport and shops] and the local shopping parade on the Altway. There are two local schools, although these are either at or near capacity, and a GP.	Traffic and Access - Red Roads near capacity. Significant infrastructure required.
Are there any wider benefits that can be secured by the development of this site? No		
Conclusions Highway capacity issues are likely to preclude significant further development in Aintree.		

Green Belt Parcel S158: Land adjacent to Tower Hill, Kirkby

Is the site suitable for a use other than housing? No.

<p>Agricultural Land - Amber Grade 3a agricultural land.</p>	<p>Conservation - Amber Melling House Farm contains several Listed Buildings – any development would need to ensure there was no adverse impact on their setting. Archaeological finds recovered in the vicinity include Mesolithic flint blade and late medieval pottery. Also probable moated site associated with 13th Century settlement at Thorp.</p>	<p>Ecology – not assessed Likely to be similar to S144 (land at Rainbow Drive, Melling, i.e. will require ‘appropriate assessment’ under the Habitats Regulations to protect the integrity of SPA / Ramsar bird population. Winter bird surveys required before Local Plan submission.</p>
<p>Flood Risk - Amber 26.03% of site in FZ3, 30.95% in FZ2. The site is considered to be between 40% and 75% developable with some constraints posed by flood risk from local sources. Areas of surface water flooding greater than 0.3m deep should be avoided where possible.</p>	<p>Ground Conditions - Amber No knowledge of ground conditions; may be clay. Within 250m of two known landfill sites.</p>	<p>Impact on Openness/Landscape - Green Rounding off on edge of Tower Hill (Kirkby), but would need former driving range in Knowsley to be developed first.</p>
<p>Owners Intentions - Green Would support development if required.</p>	<p>Services and facilities - Green This site is not within 800m of any of Sefton’s local centres. New residents would most likely use shops and services in Knowsley, to which this site has good access.</p>	<p>Traffic and Access - Green Accessibility improvement required.</p>

Are there any wider benefits that can be secured by the development of this site? No, the development of this area could have a detrimental impact on the regeneration of Kirkby, and Knowsley’s ability to bring forward more sustainably located sites.

Conclusions

The development of this site would impact more on services and facilities in Kirkby than those in Sefton. Development is, however, likely to have an adverse impact on planned regeneration in Knowsley, and the site should not be considered for development in this Local Plan period.

Assessment of Green Belt sites – proposed use is housing unless otherwise specified

‘Red’ sites – not suitable for development;

‘Amber’ sites - possibly suitable if any issue could be, either singly or cumulatively, satisfactorily remediated, or where further information is required;

‘Green’ sites - any issue, either singly or cumulatively, would not preclude development and could be dealt with at the planning application stage.

Green Belt parcel ref	Location	Traffic and access	Ecology	Flood risk	Conservation	Ground conditions	Agricultural land	Services and facilities	Impact on openness / landscape	Owners' intentions	Conclusion
S004 north	Land north of The Grange, Southport	A	G	A	A	A	A	A	A	G	Smaller site than at Options stage, minimises impacts. Flood risk Exceptions Test needed.
S004 south	Land south of Moss Lane, Southport	A	A	G	G	A	A	A	A	G	Poorly related to urban area, but strong boundary to east.
S006	Southport Old Course	A	R	G	G	A	G	A	G	A	The habitat found on this site must be preserved.
S007	Land south of Crowland Street, Southport: EMPLOYMENT + HOUSING	A	A	G	G	A	G	A	G	G	Development for employment only viable if part of site developed for housing.
S008	Kew 'Park and Ride' site, Southport	A	G	G	G	A	G	A	G	R	The site is not available.

Assessment of Green Belt sites – proposed use is housing unless otherwise specified

‘Red’ sites – not suitable for development;

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‘Green’ sites - any issue, either singly or cumulatively, would not preclude development and could be dealt with at the planning application stage.

Green Belt parcel ref	Location	Traffic and access	Ecology	Flood risk	Conservation	Ground conditions	Agricultural land	Services and facilities	Impact on openness / landscape	Owners' intentions	Conclusion
S009	Land at Foul Lane, Southport	A	A	G	G	A	G	A	G	R	The site is not likely to be viable for development.
S016	Former Ainsdale Hope High School, Sandringham Road, Ainsdale	G	A	G	G	A	G	G	G	G	Partly developed site; need to take account of proximity to internationally protected nature sites.
S017	Land at Lynton Drive, Birkdale	G	R	G	G	G	G	G	G	G	Not suitable for development due to ecological constraints.
S026 + S027	Agricultural land + caravan storage at Segars Farm, Pinfold Lane, Ainsdale	A	A	G	G	A	G	A	A	G	MOD will need to be consulted on detailed layout. Replacement habitat likely to be required.
S030	Land south of Moor Lane, Ainsdale	A	A	G	A	G	G	A	G	G	Few constraints but remote from local services etc.

Assessment of Green Belt sites – proposed use is housing unless otherwise specified

‘Red’ sites – not suitable for development;

‘Amber’ sites - possibly suitable if any issue could be, either singly or cumulatively, satisfactorily remediated, or where further information is required;

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Green Belt parcel ref	Location	Traffic and access	Ecology	Flood risk	Conservation	Ground conditions	Agricultural land	Services and facilities	Impact on openness / landscape	Owners' intentions	Conclusion
S031	Woodvale Sidings, Ainsdale	A	A	G	G	G	G	A	G	A	Few constraints; site in use as kennels.
S038	Land north Brackenway & Hawksworth Drive, Formby	A	A	A	G	G	G	A	G	G	Larger site proposed by developers has higher risk of flooding. Part of Local Wildlife Site, development could secure improvements + maintenance of rest of LWS.
S044	Formby Moss, N of Formby Business Park BUSINESS PARK	A	A	A	G	A	G	A	G	G	Proposed Business Park, some ecological issues to be overcome.
S048	Land between Little Altcar & Formby Bypass / Liverpool Road, Formby	G	G	G	A	A	A	G	G	G	Few constraints; site which relates well to the urban area.

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S049	Land South of Barton Heys Road / Range High School, Formby	A	A	G	A	G	G	A	A	G	Site split into 3; E part proposed for development on adoption, W part a 'reserve' site, no development in centre.
S051	Powerhouse site (phase 2), Altcar Lane, Formby	A	G	A	G	A	G	A	G	G	Phase 2 development fronting Hoggs Hill Lane – 'reserve' site. Development limited to N part of site to avoid land in Flood Zone 3.
S053	Agricultural land between Altcar Lane & River Alt, Formby, including Loveday's Farm	A	G	G	A	A	A	G	A	G	Development would need to ensure setting of listed buildings at Lovelady's Farm is preserved.

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S056	Land at North End Lane, Hightown	A	A	G	A	A	A	A	G	R	The site is not available.
S058	Land east of Hightown	A	A	G	A	A	A	A	A	R	The site is not available.
S066	Hall Road sidings, Blundellsands	G	G	G	G	A	G	G	G	G	Brownfield site, but narrow shape restricts capacity. Possibility of securing improved station parking.
S068	Land at Sandy Lane + Elmcroft Lane, Hightown	A	A	G	A	A	G	A	A	A	Optimum site for development in Hightown for development based on agricultural land quality.

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S077	Land west of Virgin's Lane, Crosby	R	A	G	R	G	A	G	R	R	The site is not available + the impact of development would be too great.
S078	Land east of Virgin's Lane, Crosby	R	A	G	R	G	A	G	R	R	The site is not available + the impact of development would be too great.
S086	Land at Southport Old Road, Thornton	A	A	G	G	G	A	G	G	G	Site boundaries changed from that consulted on at the Options stage so does not extend across Thornton-Switch island link road.

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S088	Land west of Rothwell's Lane, Thornton	A	A	G	G	G	A	A	G	G	Site boundaries changed from that consulted on at the Options stage so does not extend across Thornton
S089	Land east of Rothwell's Lane, Thornton	A	A	G	G	G	A	A	G	R	The site is reserved for the extension of the cemetery.
S092	Land south of Runnell's Lane	A	G	G	A	G	A	A	A	G	New site – relatively few constraints
S093	Rushton's Nursery , Runnells Lane, Thornton	A	G	G	A	G	A	A	G	G	Brownfield site with few constraints

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S095	Land north of Lydiate Lane, Thornton	A	A	G	G	G	A	A	A	G	Site boundaries changed from those consulted on at the Options stage so does not extend across Thornton-Switch Island link road and development in S092
S110	Land west of South Meade, Maghull	A	A	A	A	A	A	A	G	G	The most constrained site in Maghull, should not be developed unless no other alternatives.
S111	Land bounded by Green Lane, Maghull	A	A	G	A	A	A	A	G	G	The best site on the west side of Maghull, although access is severely constrained.

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S112	Land south of Bell's Lane, Maghull	A	A	G	A	G	A	A	A	A	Developable area is not naturally defined which could lead to urban sprawl.
S122	Land bounded by Moss Lane, Liverpool Road, Lamshear Lane & Sandy Lane, Lydiate	A	A	G	A	G	A	G	A	A	Although would provide many benefits, cannot deliver Business Park. S129 (land east of Maghull) meets more of area's needs + offers more benefits.
S123	Land bounded by Liverpool Road, Kenyons Lane & Northway, Lydiate	A	A	G	G	G	A	A	G	G	Well contained site but not required as S129 offers more benefits
S125	Maghull Smallholdings Estate	A	A	G	A	G	R	A	A	R	This site should be retained in agricultural use.

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S128	Ashworth Hospital South (former 'prison' site)	A	A	G	G	A	G	A	G	G	Brownfield site formerly proposed for new prison.
S129	Land bounded by School Lane, M58, Poverty Lane & railway, Maghull (Land east of Maghull) HOUSING + BUSINESS PARK	G	A	A	A	A	A	G	G	G	Only site capable of providing Business Park for south of the Borough. Benefits include new station, motorway link roads, local centre etc.
S131	Land at Melling Lane, Maghull	A	A	A	G	A	A	A	G	A	Identified as a 'reserve' site, if required.
S132	Land south of the Leeds Liverpool Canal and west of the M58, Maghull	R	A	A	G	A	A	A	G	A	Landlocked site with no apparent means of access.
S144	Land at Waddicar Lane / Rainbow Drive, Waddicar (Melling)	A	A	G	A	G	A	A	G	G	Rounding off of urban area.

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S145	Land at Wadacre Farm, Chapel Lane, Waddicar (Melling)	A	A	A	A	G	A	A	G	G	Rounding off of urban area.
S152	Land north of Spencer's Lane, Melling	A	A	G	G	G	G	A	R	G	The site relates less well to the village, as it is on the west bank of the Leeds Liverpool Canal.
S154	Land west of Bull's Bridge Lane, Aintree	R	A	G	G	G	A	G	G	G	Development of the site would exceed road capacity limitations.
S155	Land at Wango Lane, Aintree	A	A	G	A	G	G	G	G	G	Limited development fronting Wango Lane would not exceed capacity limitations.
S157	Land at Oriel Drive, Aintree	R	A	A	G	G	A	G	G	G	Development of the site would exceed road capacity limitations.

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S158	Land adjacent to Tower Hill, Kirkby	G	A	A	A	A	A	G	G	G	Notwithstanding this analysis, the development of this site would conflict with the National Planning Policy Framework's 5 th purposes of including land in the Green Belt, as it could prevent urban regeneration in Kirkby by discouraging the use of derelict and other urban land.