

Sefton Local Plan

Infrastructure Delivery Plan

1. Introduction

Infrastructure Planning is an essential element in ensuring that the Local Plan is robust and deliverable.

This document is the Infrastructure Delivery Plan [IDP] for the Sefton Local Plan.

The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories; social, physical and 'green':

For the purposes of this IDP, infrastructure has been identified as the following:

Social Infrastructure (section 4) – Health, Education, Emergency Services, Leisure, Shops, Community Facilities

Physical Infrastructure (section 5) – Transport, Utilities, Communications, Flood Risk Management, Waste

Green Infrastructure – Sites valued for their natural and habitat value (including the coast), recreational space, open spaces, Leeds and Liverpool canal, agricultural land, woodlands and open countryside.

This IDP does not cover green infrastructure as this is considered separately in other assessments and strategies. These can be found at www.sefton.gov.uk/planningstudies. In addition a number of further studies are planned/underway and will help update future Infrastructure Delivery Plans.

Playing Pitch Strategy – The purpose is to assess the existing and future supply and demands for all team pitch sports. A strategy will be produced to show how supply will be managed over the next five years. This will help support the Local Plan and planning applications and help pitch providers and users to bid for external funding, as well as meeting a number of other corporate objectives on health and wellbeing. Strategy has already commenced – expected to be completed by November 2015.

Open space and recreation Strategy – The purpose is to assess all parks, open spaces and recreation spaces in order to support the Local Plan and future planning applications, developer contributions and the Community Infrastructure Levy. This is expected to commence in February 2015 and be completed by August 2015.

Non-pitch sports Strategy – The purpose of this piece of work is to assess existing and future supply and demand for non-pitch sports including, tennis, bowling greens, athletics etc. This will help inform the Local Plan and planning applications. The strategy will commence in February 2015 and is expected to be completed by October 2015.

In general, infrastructure requirements can also be divided into strategic and local:

Strategic infrastructure refers to facilities or services serving a wide area that may relate to part of the District, the whole District or beyond - for example, improvements to trunk roads or investment in water, sewerage, gas and electricity networks. It may be needed where

broader strategies are required to accommodate the cumulative impacts of growth, for example in a sub-region, rather than simply to accommodate the needs of the development proposals of a particular town or village.

Local infrastructure is about facilities or services that are essential in meeting day-to-day needs of the population - for example schools, community facilities and local green spaces or ways of mitigating the impact of development at the site or neighbourhood level.

Improvements to infrastructure will be fundamental to achieving our ambitions for shaping the Borough to 2030. In addition they are considered necessary to deal with existing deficiencies and to cater for a growing and changing population. It is recognised that any proposed growth within Sefton must be supported by improvements to social, physical and green infrastructure and, where necessary, be provided in advance of development. This infrastructure will include facilities needed for development to function and to ensure that new development is well integrated with existing settlements in order to create sustainable communities.

The provision of the full range of infrastructure needs of existing and new communities is dependent on a variety of public, private and voluntary sector agencies working together. Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. This is covered in Chapter 3: Funding and Delivery.

The Local Plan sets out where development will be located until 2030. The Local Plan must be capable of being implemented to agreed timescales, in a way which addresses the vision, so that it properly meets the needs and aspirations of the local community as well as providing for more strategic needs. In order to do this, developments must be supported by the appropriate infrastructure, which can range from improvements to road networks to the provision of a new school or community centre. A sound infrastructure delivery plan (IDP) can therefore only be effectively developed through extensive consultation linked to the Local Plan.

Consultation on earlier drafts of the Local Plan has identified a range of concerns local residents have in relation to infrastructure. These concerns have helped to focus discussions with infrastructure providers to discuss potential gaps in infrastructure and find ways that these can be met. However, it is important to note that a perceived lack of infrastructure by the public is not always considered a shortfall by the infrastructure providers.

The Infrastructure Delivery Plan is a 'living' document (i.e. one which is subject to change and revision over time) and will be updated to reflect progress planning and providing infrastructure. The Infrastructure Delivery Plan will be regularly reviewed and monitored for its effectiveness through the Authority Monitoring Report (AMR) and updated accordingly.

This is version # 1 of the Infrastructure Delivery Plan for the Local Plan Publication Draft.

The Infrastructure Delivery Plan form part of the evidence for Sefton's Local Plan. As it is updated they will set out a clear programme of infrastructure needed to support the Local Plan. They will also inform a list of priorities for Community Infrastructure Levy, if this is implemented in Sefton.

Structure of this Report

Section 2 of this IDP summarises the relevant policy background to the provision of infrastructure, at national and local levels.

Section 3 sets out the different approaches to funding for infrastructure which can be secured through the planning system

Section 4 sets out social infrastructure issues in Sefton

Section 5 sets out physical infrastructure issues in Sefton

Appendix A sets out the Infrastructure Delivery Schedule

2. The Policy Context

National Policy

The production of an Infrastructure Delivery Plan (IDP) is an important part of the evidence base in developing and implementing a sound Local Plan.

The National Planning Policy Framework [the 'Framework'] states that local planning authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, waste water and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

The Framework also places considerable emphasis upon viability and ensuring that the cumulative impact of proposals and policies 'should not put implementation of the plan at serious risk, and should facilitate development through the economic cycle'. Viability is a key element of evidence relating to the delivery of the Local Plan, including the delivery of infrastructure. Sefton have undertaken a [viability assessment of its Local Plan](#) to ensure the requirements of the policies are able to be met.

Local Plan

The key [Local Plan](#) policy that sets out the requirements for infrastructure is Policy IN1 'Infrastructure and Developer Contributions'. This sets out in broad terms how the Council will seek and secure contributions for infrastructure in Sefton.

The Transport policy [IN2] sets out the key transport improvements that will be required in Sefton during the Local Plan period. This includes new public transport facilities, improvements to the road network, parking facilities and the walking and cycling network.

A number of site specific policies in the Local Plan set out specific requirements for infrastructure improvements. Most notable of these is Policy MN3 – Land East of Maghull – which sets out a number of infrastructure requirements to support the development of the site, including an extension to the local school, new rail station, slip roads to the M58 and a local centre.

Other site specific policies which include some infrastructure requirements include MN4 Land North of Formby Industrial Estate, MN5 Land South of Formby Industrial Estate and MN6 Land at Brackenway. Policy EQ8 sets out the need for sustainable drainage systems to be included in schemes, whilst EQ9 sets out the need for public open space in development.

Local Transport Plan

The Local Transport Plan for Merseyside provides the transport strategy and plans for the area. One of the objectives of the [local transport plan](#) is to improve accessibility and social inclusion. For Merseyside the key priority is to ensure accessibility to jobs and opportunities created through regeneration, and also to education and health care.

3. Funding and Delivery

Infrastructure requirements will be funded by a variety of different mechanisms which will vary over the plan period. In many cases the infrastructure will be provided and funded by the infrastructure providers themselves or by the developer. In other instances funding can be secured through the planning system. The key sources of funding over which the planning system can have a direct influence are as follows:

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) provides a fair and consistent mechanism for pooling contributions from all eligible developments. It provides certainty so that developers can calculate, prior to land deals taking place, the level of contributions necessary. Sefton have had a viability assessment of the Local Plan undertaken by Keppie Massie. This sets out the potential scope for CIL in Sefton. A decision on whether to progress with CIL will be made in the near future.

Section 106 Agreements

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which makes a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development.

Section 106 contributions can only be obtained when they meet three statutory tests. They must be:

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development

In addition, from April 2015 'pooled contributions' for Section 106 funding will not be allowed, i.e. no piece of infrastructure will be able to be funded by more than five separate S106 obligations.

However, for employment-related and other non-residential developments Section 106 agreements could continue to be the main mechanism for ensuring that contributions are made where necessary to provide necessary infrastructure. All qualifying residential developments would have section 106 agreements to make sure affordable housing is provided. Site specific infrastructure could also be dealt with through a Section 106 agreement.

Planning Conditions

These are the main mechanisms for providing essential on-site design requirements and critical infrastructure within the site. These could include highway infrastructure agreements, mainly those covered by Section 38 and Section 278 of the Highways Act 1980, which provide discretionary powers for the highway authority to enter into an agreement with a development to adopt a new highway or improve the existing highway.

Other funding

Not all infrastructure will be able to be funded via the mechanisms described above. There will be other sources of funding over the plan period including New Homes Bonus, Regional Growth Fund, Lottery funding, public and private sector investment, grant aid and a range of other options which will be applicable depending upon the nature of the infrastructure involved.

4. Social Infrastructure

4.1 Introduction

This chapter looks at social infrastructure. Social infrastructure is the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. For this study we have defined social infrastructure as the following

- *Health facilities*
- *Education facilities*
- *Emergency Services*
- *Leisure Services*
- *Essential shops*
- *Community facilities*

4.2 Health Facilities

Health inequalities are a significant concern in Sefton as the differences between the deprived and affluent areas of Sefton are clear and persistent. Within the Borough there is an 11-year difference in life expectancy difference between the most and least deprived areas. Also, people currently spend an average of 17 years of their life living in poor health. This can increase to 22 years in the poorest areas. The areas of highest deprivation are concentrated in the south of the borough. The people living in these areas often have the poorest health.

Sefton is covered by two Clinical Commissioning Groups (CCG) made up of local doctors, nurses, practice staff and member of the public, who are well placed to know the health needs and views of people living in the area. These are:

- NHS South Sefton Clinical Commissioning Group
- NHS Southport and Formby Clinical Commissioning Group

From April 2013, CCGs became responsible for planning and buying or 'commissioning' local health services including hospital and community care, GP Out of Hours, and improving quality in general medical practices as part of the changes to the NHS. NHS England is responsible for commissioning primary medical care, primary, community and secondary care dental services, pharmacy, optometry, health and justice services, military and veteran health, and specialised services, and some public health services. However, NHS England works very closely with all local CCGs and local authorities in relation to all of these services.

Local health commissioners work with a wide range of partners, including local people, local authorities, hospitals and community and voluntary organisations to make sure that health and health services in Southport and Formby continue to improve in the future.

4.2.1 Acute Care – Hospitals

There are five hospitals with Accident and Emergency facilities that serve Sefton residents, only one of which is actually located within the Borough.

Much of south and east Sefton, including Bootle, Seaforth, parts of Litherland and Waterloo, Netherton, Aintree and parts of Maghull and Lydiate are within 30 travel time of a hospital. This is because there are a number of hospitals in Liverpool close to the Sefton boundary. Much of Southport has good access to a hospital as it contains the only hospital in Sefton. This hospital also accounts for parts of Formby being within 30 minutes travel time of a hospital.

However large parts of Sefton fall outside a 30 minute travel time to a hospital. This includes most of Crosby and Formby, Crossens (North Southport), parts of Maghull and Litherland and much of the rural area including villages such as Hightown, Ince Blundell, Lunt and Sefton.

There are acknowledged issues of access during the evening and at weekends from most areas. Whilst the Local Plan will not have major influence of hospital services, the Council, as with other neighbouring authorities, work closely with the NHS Trusts who run hospitals to ensure the service provision caters for the changing population of the area.

4.2.2 General Practitioners

[South Sefton CCG](#) comprises 33 doctors' surgeries stretching from Hightown in the north, Bootle in the south and Melling and Lydiate to the east, providing services to 154,750 registered patients (as at 1st October 2014).

[Southport and Formby CCG](#) comprises 20 doctors' surgeries covering an area stretching from Ince Blundell in the south to Churchtown in the north, providing services to 122,924 registered patients (as at 1st October 2014).

Almost the entire existing built-up area of Southport is within 20 minutes travel time of a GP or Health Centre, and most is within 10 minutes' travel time.

There are four GPs in Formby plus one Health Centre. These enable the entire existing built-up area of Formby to be within at least a 20 minute travel time of these services. In general terms the homes on the east of the railway line have better access to these health facilities.

Most of the villages in the central Sefton area, such as Ince Blundell, Little Crosby, Lunt and Sefton fall within a 20 minute travel time of a GP or Health Centre. None of these villages have their own facility but are on a bus route to a facility. Hightown has its own GP so the whole village has good accessibility to local health services.

South Sefton, including Bootle, Crosby, Seaforth, Litherland and Netherton, has a good distribution of GPs and Health Centres meaning that virtually all of the existing built-up area is within at least a 20 minute travel time of a local health facility, and most is within 10 minutes.

There are a number of GP and Health Centres in Maghull and Waddicar that ensure much of the Sefton East parish area has good access (mostly less than 20 minutes) to local health facilities.

Sefton Council has worked closely, and will continue to work closely, with health providers to ensure that services can be provided to meet changing demands in Sefton. This does not necessarily mean new facilities are needed, but may mean providing services in a different way. Examples of this could be through extending GP opening times [evenings and weekends] or promoting the use of pharmacies as first call locations for health needs [see below].

Ongoing work will identify any service changes and highlight improvements that can be sought through the planning process [e.g. developer contributions]. One of the key determining factors that will determine the level of demand for health services will be the population profile of new residents, i.e. older residents in general terms are likely to need more care. Health partners will work with the Council on the emerging Local Plan to match service provision with Sefton's residents.

4.2.3 Dental Care (NHS)

There are 39 NHS dental surgeries in Sefton.

There is a good distribution of NHS dentists in the Southport area with the entire existing residential areas within 20 minute travel time of a dentist. There are two NHS dentists in Formby and one in Hightown. These provide good coverage in these areas in terms of travel time to dentists for existing residents.

The Bootle, Netherton and Crosby areas have excellent accessibility to NHS dentists.

The five NHS dentists in the Maghull and Lydiat area provide these areas with good accessibility to dentists. There are currently no NHS dentists in Aintree, Melling/Waddicar or anywhere east of the rail line in the Sefton East Parishes area. However, much of this area still do lie within a 30 minute travel time of a dentist due to the public transport provision.

Whilst there are no specific plans to increase the number of dentists as a result of the Local Plan, dental provision will continued to be monitored to ensure that sufficient capacity exists to cope with any increase demand.

4.2.4 Community Pharmacies

Community Pharmacy Contractors can be individuals who independently own one or two pharmacies; independent multiple pharmacies e.g. community pharmacy companies with between 5 and 300 branches; or large multinational companies e.g. Lloyds, Boots, Sainsbury's etc who may own many hundreds of pharmacies UK wide.

Sefton has 76 "Pharmacy Contractors" who between them operate out of a total of 76 pharmacy premises. This equates to approximately one pharmacy for every 3,600 Sefton's residents (England average is 5,000 population/pharmacy). There is no predetermined number of pharmacies per head of population and comparisons with other areas cannot be used in isolation to determine level of need or provision. Other multiple factors need to be taken into account.

Every pharmacy has to have a qualified pharmacist available throughout all of its contractual hours, to ensure services are available to patients. In general, pharmacy services are provided free of charge, without an appointment. Pharmacists dispense medicines and appliances as requested by “prescribers” via both NHS and private prescriptions.

In terms of the type of Community Pharmacies in our area there are:

- 68 delivering a minimum of 40 hrs service per week
- 3 delivering a minimum of 100hrs service per week
- 5 providing services via the internet or “distance selling”

The majority of pharmacies (74) in Sefton are open past 5 pm, with 42 (55%) closing between 5 pm and 6 pm in the working week. A total of 32 pharmacies (42%) are open beyond 6 pm in Sefton between Monday to Friday, with 7 pharmacies (9%) open after 8pm. During the weekend, 43 (57%) community pharmacies are open on a Saturday, with 10 (13%) open on a Sunday.

Unlike GPs, community pharmacies are a ‘walk up and get seen’ service. As such they are a key resource for advice on treating minor, self-limiting, ailments and the purchase of appropriate over-the-counter medicines. The minor ailments service [‘Care at the Chemist’] takes this concept a stage further. Patients register via their GP and can then attend any participating pharmacy within Sefton for the service. This service is open to patients resident with a South Sefton or Southport and Formby GP and to all eligible pharmacies who wish to participate. The Care at the Chemist service can also be, with some restrictions, commissioned from Internet only pharmacies. The aim of the service is to improve access and choice for people with minor ailments by promoting self care through the pharmacy, including provision of advice and where appropriate, medicines without the need to visit their GP practice. The service provides additional benefit by creating capacity within general practice to provide services to patients requiring more complex management such as the management of long term conditions.

Sefton currently have 73 of its 76 pharmacies providing Care at the Chemist across the borough. Three pharmacies have chosen not to provide the service. Pharmacies offering Care at the Chemist services are well distributed across the borough, and not particularly focused only in areas of need or deprivation.

4.2.5 Opticians

Optician is a general term that covers both optometrists and dispensing opticians. Optometrists carry out sight tests to check the quality of vision and eye health. They look for signs of eye disease that may need treatment from a doctor or eye surgeon and prescribe and fit glasses and contact lenses. Dispensing opticians fit glasses and contact lenses, but do not test eyes.

There are 69 optometry contracts in Sefton. Each of Sefton’s main town’s have opticians ensuring that most residential areas, including the villages, are within at least a 30 minute travel time.

4.3 Educational Facilities

Education covers nursery, primary (ages 4-11), secondary (ages 11-16), further education (post 16) and special education in the Borough. Sefton does not contain any higher education (post 18) education facilities.

4.3.1 Pre-School – nurseries

The provision of early years education in Sefton is complex, being a mixture of child-care / child minding and nursery classes, and offered variously by Local Authority run (maintained) and private, voluntary and independent facilities (including children’s centres, private, voluntary aided childcare settings and/or nurseries, and within primary schools).

There is a good spread of pre-school nurseries throughout Sefton’s towns . This ensures that most existing towns, villages and many areas on the edge of Sefton’s towns have good access (under 20 minutes travel time¹) to a nursery.

4.3.2 Primary Schools

There are currently 75 Local Authority Primary Schools in Sefton for children of 3 - 11 years old to attend. This includes one school which offers only infant places. 41 are faith schools with 16 Church of England and 25 Catholic schools.

In Southport the distribution of primary schools mean that the entire town (including Birkdale and Ainsdale) is within 20 minutes travel time (in fact most of the area is within 10 minutes travel time) of a school. The issue in the town is that a number of schools are near capacity.

The Local Authority monitors the number of school places regularly in Southport schools due to the general shortage of places in Southport (Central) where schools have accepted above their admission numbers in the last few years in several year groups due to lack of available primary school places.

There are seven primary schools in Formby spread throughout the town, including on either side of the rail line. This distribution means the whole town is within 20 minutes travel distance of a primary school. Many of the areas on the edge of Formby in the Green Belt are also within 20 minutes’ travel time. While most of the primary schools in Formby are at or near capacity, Redgate Primary School near Little Altcar has vacancies in most year groups.

Bootle and Crosby are well covered by a distribution of primary schools. Bootle has some schools that have spare capacity. Virtually the whole built-up area of Bootle, Netherton and Crosby is within a 10 minute travel time of a primary school.

All of the built-up area including at the edge of the urban area, and the areas on the urban edge, of east Sefton have good access to a primary school. Schools are located across Maghull, but also in Waddicar, Aintree and Lydiate. Only the more remote places in this part of Sefton may have difficulty travelling to a primary school.

Most children in Sefton should be able to walk to their Primary school. There are many recognised health and social benefits for children of walking to school. It can also help reduce congestion around schools and the impact of transport to school on the environment. Many schools have produced a School Travel Plan which sets out a number of

¹ Travel times include walking, cycling and public transport

practical ways to reduce the number of car trips made to school, to encourage more walking and cycling, and to improve safety on the school journey. A number of schools in Sefton provide a 'Walking Bus' to school that is usually run by volunteers and allows children to walk to school accompanied by adults. The Local Authority must provide free transport to and from school for a child if they are aged 5 to 16 and they live further than the legal walking distance between a child's home and their nearest qualifying school. The legal walking distances are different for families who have a low income. The legal walking distances can be found in the current Sefton Home to School Transport Policy on the sefton website www.sefton.gov.uk.

A 2007 study for the DfT showed that 95.8% of Sefton's primary school pupils live within 15 minutes travel time (walking or public transport) of a primary school. 99.8% of primary school pupils live within 30 minutes travel time.

In broad terms the number of primary school places required for 100 new homes equates to 17.5. This is dependent on a number of issues, such as the types of homes provided and how many residents in the new homes are existing local residents.

In the North Southport/Churchtown area the number of homes proposed has the potential to require an additional 0.5 or 1 form entry. Churchtown Primary is already a three form intake and it would not be appropriate to increase it further. There are possible school sites in the area that could be extended if a further increase is required, for example Larkfield Primary School.

Southport West includes Linaker, Holy Trinity, St Philips, St Teresa's and Birkdale Primary Schools. It is anticipated that the number of homes proposed in this area can be accommodated within the existing schools.

Southport East area includes Bishop David Sheppard, Norwood and Holy Family Primary schools. The number of homes proposed has the potential to require an additional 0.5 or 1 form entry. The criteria used to assess whether a primary school in the area should be expanded will include a review of the demand for places at the current primary schools in the area, taking into account the most oversubscribed schools to see where the demand for places is highest plus an evaluation of the accommodation and capacity for additional building at the schools.

Southport South includes Kew Woods, Our Lady of Lourdes, Farnborough Road [infant and junior] and Christ the King Primary. The level of homes proposed is likely to require a minimum increase of 0.5 or 1 form entry². The footprint of Farnborough Road and Our Lady of Lourdes Primary Schools prohibit any additional building. Therefore, Kew Woods Primary School may provide the best option to increase by 0.5 form entry in the first instance, increasing by 1 form entry if necessary.

Ainsdale includes Shoreside, Ainsdale St John's and Kings Meadow Primary Schools. Whilst Shoreside Primary School has recently reduced to 1 form entry, and the accommodation is available to reverse this, it is not expected the level of housing growth would require increased capacity at primary schools in this area.

The number of homes proposed in Formby is likely to require a 0.5 form entry. Redgate Primary has previously been reduced to a single form intake school and, whilst the

² A single form entry is a class of 30 pupils

accommodation is currently occupied by community uses, there may be the scope to reinstate capacity to make it a 1.5 form entry if required. The number of homes proposed in Hightown is likely to generate a small increase in primary school pupils who will be able to access places in Formby schools.

The Crosby/Thornton area is currently subject to a review with a proposal to increase capacity by 1 form entry spread over two sites. The increase in homes in the Thornton area would give rise to the need to increase capacity at some existing school sites or to possibly undertake an evaluation for the need for a new primary school.

Maghull North/Lydiate includes Northway, St Thomas', St Gregory's, Lydiate, St John Bosco and Green Park Primary Schools. The number of homes proposed in this area is likely to require an additional 0.5 form entry. There are schools in the area that could be extended if necessary, such as Lydiate primary school and St Gregory's Catholic primary school.

The large developments to the east of Maghull are substantial in nature and will require an extension to Summerhill Primary of 1 form entry. This requirement is identified in the Local Plan policy for this site and developers are expected to contribute to the costs of this.

Other developments in the Maghull area are not expected to require further capacity at primary schools.

Whilst the level of growth in Melling is likely to increase demand in Melling Primary, a review of the schools' admission arrangements and criteria may be required, including the possibility of a catchment area so that priority can be given to local families living near the school.

The modest development proposed in Aintree is unlikely to require any increased capacity.

In the Bootle/Litherland area the number of homes proposed is expected to require a single form entry [or two x 0.5 form entry]. Many of the primary schools in this area are constrained in terms of available space and the replacement of a school to increase capacity may be a preferred solution.

4.3.3 Secondary Schools

There are 19 Secondary Schools in the Borough. 9 are academy schools, of these 2 are single sex schools (one male, one female). There is 1 Free School, 2 are community schools, 2 are Trust/ Foundation schools. 4 are voluntary aided catholic Schools and there is 1 voluntary aided Church of England school.

There are far fewer secondary schools than primary schools across Sefton as these schools have a greater 'in take' of pupils. As such there are fewer areas that lie within a 10 minute travel time of a secondary school. However it is generally accepted that older pupils would be expected to travel further to attend secondary school. Given this most existing built-up areas of Sefton still fall within a 20 minute travel time of a secondary school, and much of Sefton, including many areas on the edge of our towns and in villages, are at least within a 30 minute travel time.

The number of surplus Secondary school places in the south Sefton is high, over 20% in Bootle and Litherland. However an ongoing consolidation of secondary schools in the area is

likely to reduce this. Again, as with Primary schools, Crosby, Maghull, Formby and Southport have significantly fewer vacant places.

In broad terms the number of secondary school places required for 100 homes equates to 10.5. This is dependent on a number of issues, such as the types of homes provided and how many residents of new homes are existing local residents.

Generally secondary schools are more flexible in their ability to accommodate new pupils than primary schools as they tend to have a wider range of facilities and classroom types. Pupils also tend to travel further to secondary schools so development of a site may not require increased capacity at the nearest school.

Nevertheless it is likely that the level of growth has the potential to require some additional capacity in a number of Sefton's secondary schools during the Local Plan period [to 2030]. It is not possible to identify which schools, or areas, will need additional places at this time as it will depend on monitoring of future demand/capacity of secondary school places. Any future requirement for increased capacity at secondary school places will be taken into account in updating to the Infrastructure Delivery Plan.

4.3.4 Further Education

Further education in Sefton is provided by secondary schools with sixth forms and further education colleges. Overall, the current level of provision of further education in Sefton is sufficient to ensure that most of Sefton, including all the existing built-up area, is within at least 30 minutes travel time of a centre.

Sefton Secondary Schools work within five geographic collaboratives across Sefton. These are Southport, Formby, Maghull, Crosby and South Sefton. Schools in these collaboratives share planning and good practice around developments that affect one another. For example, by grouping together, the schools in the collaborative can offer a wider choice of A-Levels than resources would allow them to offer individually. Some collaboratives are further advanced with this joint working than others, and therefore do so more effectively.

A 2007 study for the DfT showed that 97.4% of 16 to 18 year olds live within 30 minutes travel time of a further education centre and 100% live within 60 minutes travel time.

4.3.5 Special Schools

There are currently 5 schools providing special education for young people with emotional and behavioural problems, moderate or severe learning difficulties and physical learning disabilities.

Sefton also has a Complementary Education Service supporting Home Tuition, Traveller Education and the Behaviour and Reintegration Team. Two Pupil Referral Units cater for Key Stages 1-4. As part of the inclusion agenda, Sefton also has designated units in its mainstream Primary and Secondary schools that support pupils with a range of learning difficulties and physical disabilities.

4.4 Emergency Services

A key part of sustainable communities is ensuring that all residents feel safe in their neighbourhoods. A part of this is ensuring that there is an adequate distribution of emergency services throughout Sefton.

4.4.1 Fire Stations

Sefton has four fire stations, located in Southport, Formby, Bootle/Netherton and Crosby. A further two stations, at Aintree and Kirkdale, are located close to the Sefton border and provide coverage in South Sefton. The stations at Southport, Formby, Bootle/Netherton and Kirkdale have been recently replaced providing modern facilities.

Discussions with the Merseyside Fire and Rescue Service have confirmed that the distribution and capacity of the fire stations covering Sefton is acceptable and that they would be able to cope with the household growth projected for Sefton. The fire stations are also considered to be ideally placed to meet the needs of the most deprived areas of Sefton.

4.4.2 Police Stations

There are seven police stations in Sefton, located in Southport, Ainsdale, Maghull, Formby, Bootle, Waterloo and Netherton/Aintree. In addition, a number of stations are located close to the Sefton boundary. Discussions with the police have confirmed that they are broadly happy with the number of police stations in the area and that these will be sufficient to meet Sefton's future needs.

4.4.3 Ambulance Stations

There are five ambulance stations in Sefton, located at Southport, Formby, Maghull, Crosby and Bootle. In addition a small number of stations are close to the Sefton boundary. The Council has not been made aware of any issues in relation to coverage of ambulances in Sefton through discussions with the NHS and it is not expected that the level of growth set out in the Local Plan will require additional stations to be provided.

4.5 Leisure Services

4.5.1 Libraries

There are six libraries run by the Council in Sefton following a recent restructure; at Bootle, Netherton, Crosby [Waterloo], Maghull, Formby and Southport. Sefton's libraries offer a number of services, including:

- Free book loans and CDs/DVDs for hire
- Reading groups for adults, teenagers and children
- A free public access internet service
- Story and rhymetime sessions for pre-school children
- Adult and community learning courses
- Housing benefit claim forms available for local residents
- Application forms for the blue badge parking scheme, which is for people with disabilities.
- A Community Helpdesk - many Libraries have teamed up with a variety of local organisations to offer advice in a familiar and friendly setting. Those holding regular drop-in sessions include local MPs or Councillors, local Police Officers and Connexions or Work Links for job advice.

- A quick reference section containing useful local information (the main reference collections and specialist information sources is located in Crosby Library).

A Local History Service operates from Crosby Library, which holds local records, photographs, maps and archives. It operates a popular lecture program in Crosby and Formby Libraries.

The library service now offers a variety of online services including self-service bookings, account management and a 24 hours enquiry service.

4.5.2 Sports/Leisure Centres

There are 8 Council or Trust-run Leisure Centres across Sefton, all of which contain Fitness Suites and 5 containing swimming pools. These are at Bootle, Netherton, Litherland, Waterloo [Crosby Lakeside], Crosby, Formby, Maghull, Southport

The leisure centres are mostly located in Sefton's larger towns. This enables a larger proportion of the population to be within easy reach of a facility. Many of these centres are close to public transport enabling more people to live be within relatively easy reach of a leisure centre. One area that is not within a 30 minute travel time of a Sefton leisure centre is the Waddicar area of Melling. Whilst there is a leisure centre in Kirkby, this is approximately about 2.5km away.

In addition to the Council-run leisure centres there are also a number of privately run centres which offer similar facilities but are generally more expensive.

4.5.3 Allotments

Sefton currently has 14 allotment sites that provide 1045 plots [including half plots] for rent. These are either Council run or self managed and many are currently over-subscribed, including all the Council run sites. The waiting list for Council managed sites is currently [as at December 2014] over 700.

There is an uneven distribution of allotments plots in Sefton. Parts of Southport, Crosby and Netherton have good access to allotments but many other areas fall outside a 20 minute travel time to their nearest plot. Maghull in particular has a shortage of allotments and much of the town, particularly in the north and Lydiate, have poor access to allotments. There are other facilities in Sefton, such as at Lathom Road in Bootle, which offer small growing plots for hire. There is the scope, through the provision of public open space, as set out in Policy EQ9 'Provision of public open space, strategic paths and trees in development', to provide additional allotments. This should be determined through consultation with local residents, groups and parish councils to identify a need.

4.6 Essential Shops

The ability of local people to easily access a number of key shops is essential to the sustainability of an area. Not everyone has access to a car, particularly in areas of deprivation. The ability to purchase essential goods and services in locations that are in easy reach can be vital for many people.

4.6.1 Town, District and Local centres

Town, District and Local centres play important roles in meeting the shopping needs of local residents and visitors. They are also the focus of other important services and facilities (including public services, employment, leisure, higher education and health) which complement the centre's shopping role. They are often highly accessible to a large number of people being at the centre of the public transport network.

Sefton has a hierarchy of centres which includes town, district and local centres. There are two town centres; Southport and Bootle; Waterloo, Crosby, Maghull and Formby are classed as 'district centres' and the local centres are Ainsdale, Birkdale, Churchtown, Shakespeare Street, Old Roan, Netherton and Seaforth.

Much of the existing built-up area of Sefton has good access to a centre and the range of services they provide. This is in part due to the good public transport links to our centres.

4.6.2 Shopping Parades

Shopping parades are small groups of shops and other services which serve the local area, but contain fewer facilities than local centres. Many shopping parades have declined in recent years due to the growth of large supermarkets and DIY stores which has reduced the demand for local shops. However shopping parades still provide a vital local resource to local people, especially those who do not have access to a car. Many parades now consist of a small number of shops which could include a convenience store, newsagent, chemist, post office and off licence but also contain many vacant units.

There is a reasonably extensive network of shopping parades throughout Sefton's main towns which help supplement those services and shops that are available in the centres. Almost the whole of Sefton, with the exception of some areas in the countryside, are within at least a 20 minute travel time from a local shopping parade. It is expected that the large development to the east of Maghull will require its own local shops and the policy requires that this be provided before 750 new homes are occupied.

4.6.3 Post Offices

Post Office branches offer more than 170 different products and services, including telephone, financial services, bill payment, gas and electricity top-up, banking and travel related products. Post Offices are now the largest provider of foreign currency in the UK and the leading independent provider of travel insurance.

There are a large number of post offices in Sefton, with most towns and large villages having access to a branch despite a number of closures in recent years. The post offices in Sefton provide a good network of facilities across Sefton with very few areas outside a 20 minute travel time of one.

4.7 Community facilities

Sefton has a range of community facilities that provide a valuable resource to local people. Some of these are owned and run by the Council, others are privately owned. These facilities vary from community centres, youth clubs, village and church halls, private sport clubs and

others. It is often difficult to know exactly how many facilities there are at a given time as they change and move venue on occasion.

4.7.1 One stop shops

Sefton currently operates two 'One stop shops' in Bootle and Southport. These provide a wide range of Council services all under one roof, including:

- Advice on all Council services
- Full payment service, including Council rents and Council Tax.
- Queries about Housing benefit, Council Tax benefit, Council Tax and Business Rates
- Queries on Environmental Protection issues, such as refuse collection, street cleaning.
- Social Services queries
- Full range of Housing services
- Administration of Education Welfare Benefits including free school meals and school uniform grants
- Free phone links to all Council Departments.

5. Assessment of physical infrastructure

5.1 Transport

5.1.1 Road Network

As the local highway authority, Sefton Council is responsible for managing and maintaining the local highway network, including more than 1000km of roads and pavements, more than 100 bridges, street lights, traffic lights, signs and road markings. Trunk roads and motorways are the responsibility of the Highways Agency.

There are two motorways in Sefton, the M57 and the M58. Both of these begin/end at Switch Island junction just south of Maghull. From these motorways connection can be made to the wider national motorway network including the M6 and M62. The only other trunk road in Sefton is the A5036 which connects Switch Island to the Port of Liverpool at Seaforth. The motorways, the A5036 trunk road, the A565 (between Liverpool and Seaforth) and the A5058 (Balliol Road) form part of the strategic freight network.

In common with much of the UK, car ownership in Sefton has increased in recent years. At the 2011 census 71.5% of households had access to at least one car/van, and increase from 67.9%. This increase in car ownership has increased localised problems with traffic congestion. However, there are great differences throughout Sefton, with many places in south Sefton and central Southport where over 50% of households have no access to a car or van

Localised traffic congestion occurs in various parts of the Borough, but is greatest along the A565 through Waterloo and Crosby and the A570 in Southport. The main route between Switch Island and the Port of Liverpool (the A5036) also carries a very heavy traffic load. There are heavy volumes of freight traffic on the A5036 Princess Way and, to a lesser extent, on the A565 Derby Road and the A5058 Balliol Road, which have contributed to air quality management areas at Millers Bridge on the A5058 and along Princess Way on the A5036. Access to the Port of Liverpool is a key consideration for the south of the Borough and has been the subject of a detailed study to evaluate options for improving port access in the future. A decision on the preferred option for improving port access will be taken early on the Local Plan period.

Sefton has produced a Route Management Strategy for the section of the A565 that runs through Crosby. The strategy sets out a number of proposals to be implemented to help alleviate congestion and the associated problems on this section of the road. In addition the completion of the Broom Cross Road [A5758] in 2015 will help reduce congestion on the A5207 through Thornton and Netherton and improve access from the north of Sefton to the motorway network. The Council is currently investigating the need for highway improvements in the A570 corridor to the east of Southport, which is close to a number of development allocations in the Local Plan.

5.1.2 Public Transport

Most of Sefton is relatively well served by bus and train services. Bus service routes cross much of Sefton and most people in Sefton's towns have a good access to the bus service. However there are issues with the availability and frequency of bus services at weekends and evenings, and for people who live in outlying areas and villages. As most of the

proposed development sites are at the edge of urban areas some improvements to bus routes are likely to be required, particularly to serve the large site east of Maghull.

The Merseyrail Northern line provides high frequency services between Southport and Liverpool and between Ormskirk and Liverpool, which stop at most major towns/areas in Sefton. The Local Plan sets out a requirement for a new station at Maghull north which will serve the new development sites in this vicinity and relieve pressure at the existing Maghull rail station. A number of other stations have been identified as requiring improved parking facilities.

North-south connections are very good, but east-west public transport is not as good, with no direct rail connections and few direct buses, so to make these journeys normally at least one change is required. Bus and rail links between Sefton and Liverpool are very good and there is also a rail service from Southport to Manchester. Links are poorer going north out of the Borough, with no direct rail service between Southport and Preston. Whilst the Local Plan will have limited impact on improving some of the existing deficiencies identified, the Council will continue to work with its sub-regional partners and Merseytravel to ensure that opportunities for improvements can be secured.

5.1.3 Walking and Cycling

Walking and cycling are important leisure activities in the Borough, as well as providing means of travel to work or local centres and facilities. The Borough has an extensive network of public rights of way, which are minor public highways providing the public with a right to use a defined route to travel from one place to another. Sefton contains a variety of walking routes, ranging from short sections of local footpaths to long distance paths, such as the Trans Pennine Trail and the Leeds and Liverpool Canal towpath.

Sefton is generally good for cycling as there are not many hills. There are a range of different types of cycle routes in Sefton aimed at making cycling both easier and safer. They include

- off road cycleways - surfaced routes dedicated specifically for cycling
- off road shared footpath and cycle paths - surfaced routes intended for shared use between pedestrians and cyclists
- on road cycle lanes - cycle routes provided along existing roads, identified by signing and road marking
- on road advisory routes - roads suitable for cycling and part of longer routes, identified only by signing

Maintaining, improving and extending walking and cycle routes in Sefton is a priority for the Council. Local Plan Policy EQ9 'Provision of public open space, strategic paths and trees in development' will help protect existing walking and cycle routes and will support new routes.

5.2 Broadband

Good communications networks (such as high speed broadband and improved mobile service) across the District allow businesses to work efficiently and remain competitive in the market. This is vital for the economic success of the Borough. Information and Communication Technologies (ICT) are responsible for over 5% of European economy

directly, and indirectly it is responsible for much more than this; ICT is also an increasingly important social tool.

ICT includes different forms of telecommunications technologies, including high speed broadband connections.

ADSL broadband, or Asymmetric Digital Subscriber Line, is the most common type of broadband as it uses a standard phone line and is supplied via BT. There are ten exchanges that provide ADSL broadband in Sefton. These are located at Ainsdale, Birkdale, Bootle, Churchtown, Crosby, Formby, Hightown, Maghull, Southport and Waterloo.

Some properties in Sefton may also be covered by exchanges in neighbouring authorities. Although most of the built-up area of Sefton has broadband availability some parts of the countryside between settlements fall outside the area covered by the exchanges. This includes some areas north of Crosby, between Formby and Hightown, between Formby and Ainsdale and close to Ince Blundell.

5.3 Utilities

5.3.1 Gas

National Grid owns and operates the National Transmission System (NTS) throughout Great Britain and owns and operates a significant gas distribution network that delivers gas to 11 million homes and businesses in England. The NTS connections are only suitable for large scale industrial uses of gas e.g. connections of major power stations to the network where there is a need to connect to high pressure flows. NTS connections are also suitable for large scale gas storage facilities and operators wishing to put gas into the national transmission system.

The local gas distribution network operates at a lower pressure eventually supplying the customer. Low pressure connections are usually required for housing developments up to around 1000 dwellings. Medium pressure connections will be more appropriate for very large urban extensions or shopping centres. Gas supply is not stable or constant – connecting a new large development to the network may not present a problem in some cases, but this may change when other developments take place. Connection requests are therefore considered on a case by case basis.

Most towns in Sefton have good low pressure access but there could be some localised capacity issues, particularly in some of the smaller villages. Despite this National Grid do not envisage any fundamental problems with the level of development proposed under any of our options.

5.3.2 Electricity

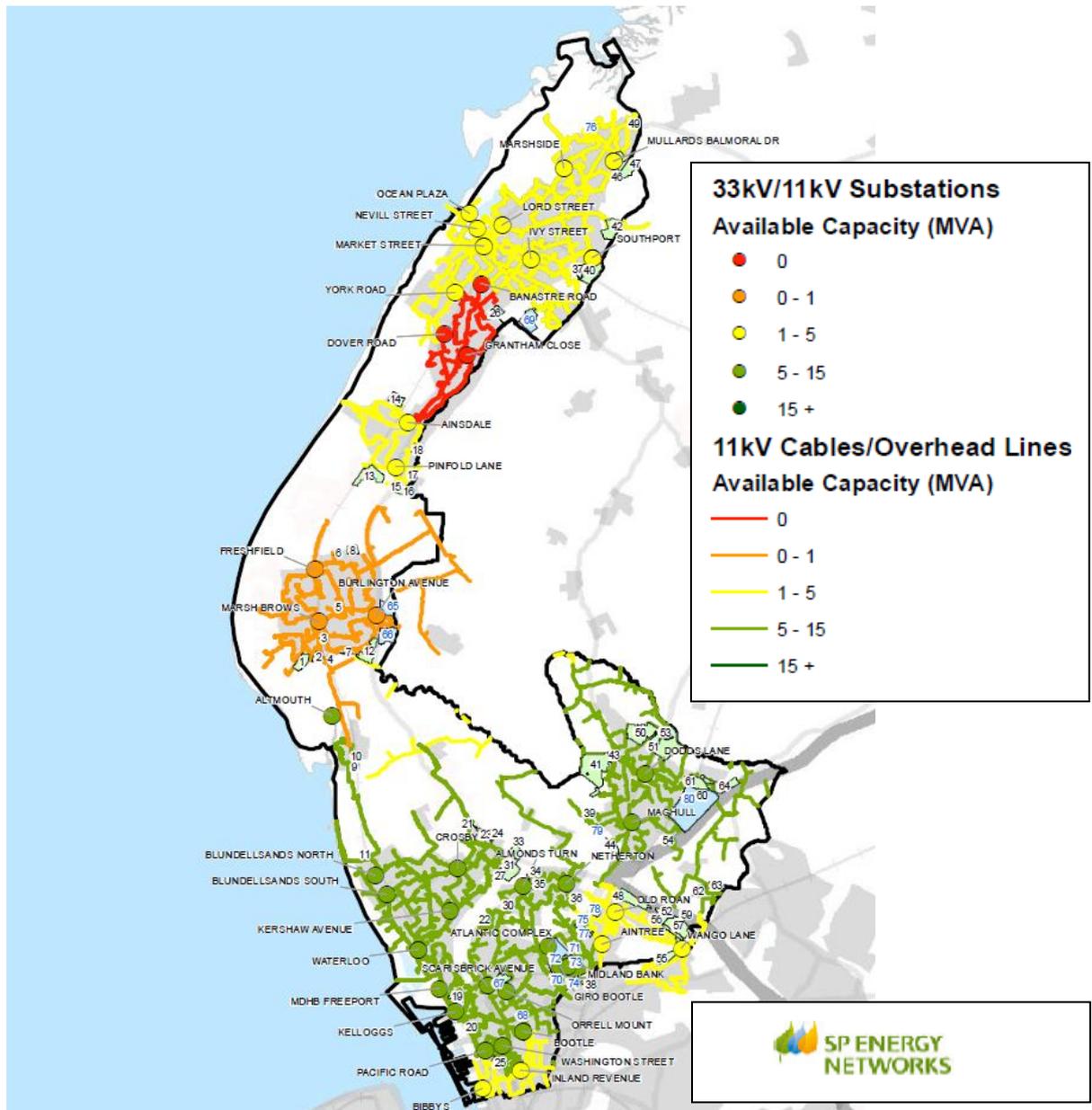
Electricity infrastructure operates at a range of voltages, depending upon its position within the overall network. The Great Britain National Grid features electrical transmission at either 400kV or 275kV and links power station generation to Grid supply points, where power is transformed to lower voltages. Beyond these points, regional distribution networks operate at up to 132kV and provide either direct connection to heavy industry or to primary substations. These substations transform the incoming 132kV feed to 33kV, at which level

additional industry applications connect and Extra High Voltage (EHV) networks serve large regional substations.

A further voltage drop occurs to establish localised “High Voltage” (HV) 11kV and 6.6 kV networks which distribute electricity around towns and cities, via either overhead or buried cables from substations. There are over 850 substations in Sefton, each serving on average approximately 150 homes. In some parts of Sefton, most notably in the villages, a greater number of homes are often served by substations. Developers will be expected to provide the required number of substations to provide sufficient capacity at this level. The [Economic Viability Assessment of the Local Plan](#) considered the costs involved with providing electricity sub stations, and determined that these can be absorbed by the overall costs of the schemes.

A final stage of transformation to Low Voltage (LV) subsequently occurs before distribution to residential, commercial and light industrial buildings. Whilst information is available from operators regarding capacity within 132 kV and 33 kV substations, this information is not published for local 11 kV substations. Operators will only disclose capacity at this level upon receipt of a new connection enquiry, with a resulting connection quote reflecting the ability of the local infrastructure to provide the demand requested.

The Distribution Network Operator (in Sefton’s case, Scottish Power Manweb) within a given area maintains records of network capacity within their systems and can determine where available capacity exists to meet the demands of any new requested connections. Discussions with Scottish Power have identified a number of areas where there may be current capacity issues [such as Birkdale and Formby – see map below], but that these issues are primarily used to direct future investment in the network and should not be used to restrict development. Scottish Power do not envisage any issues with accommodating the level of growth set out in Sefton’s Local Plan but advise developers to discuss their proposals at the earliest opportunity.



Map of estimated HV network capacity for 2015 [Scottish Power]

5.3.3 Water and Waste Water

Water and waste water services in the region are supplied by United Utilities. Sefton is split into two zones for water supply; South Sefton is within the Liverpool Demand Monitoring Zone (DMZ); North Sefton is within the Southport DMZ. Water to South Sefton and Crosby is supplied from the River Dee via the main Liverpool Trunk. Supply to North Sefton is provided by a mix of local groundwater sources (30%) and resources outside the area [e.g. Lake District].

There are known issues with pressure in Southport, Litherland and Maghull. In Southport demand has seasonal peaks rising from 60 megalitres [i.e. one million litres] in winter to 90 megalitres in summer (due to tourism and horticulture). This is very close to falling below the guaranteed standards of pressure and could find areas going on to low pressure register.

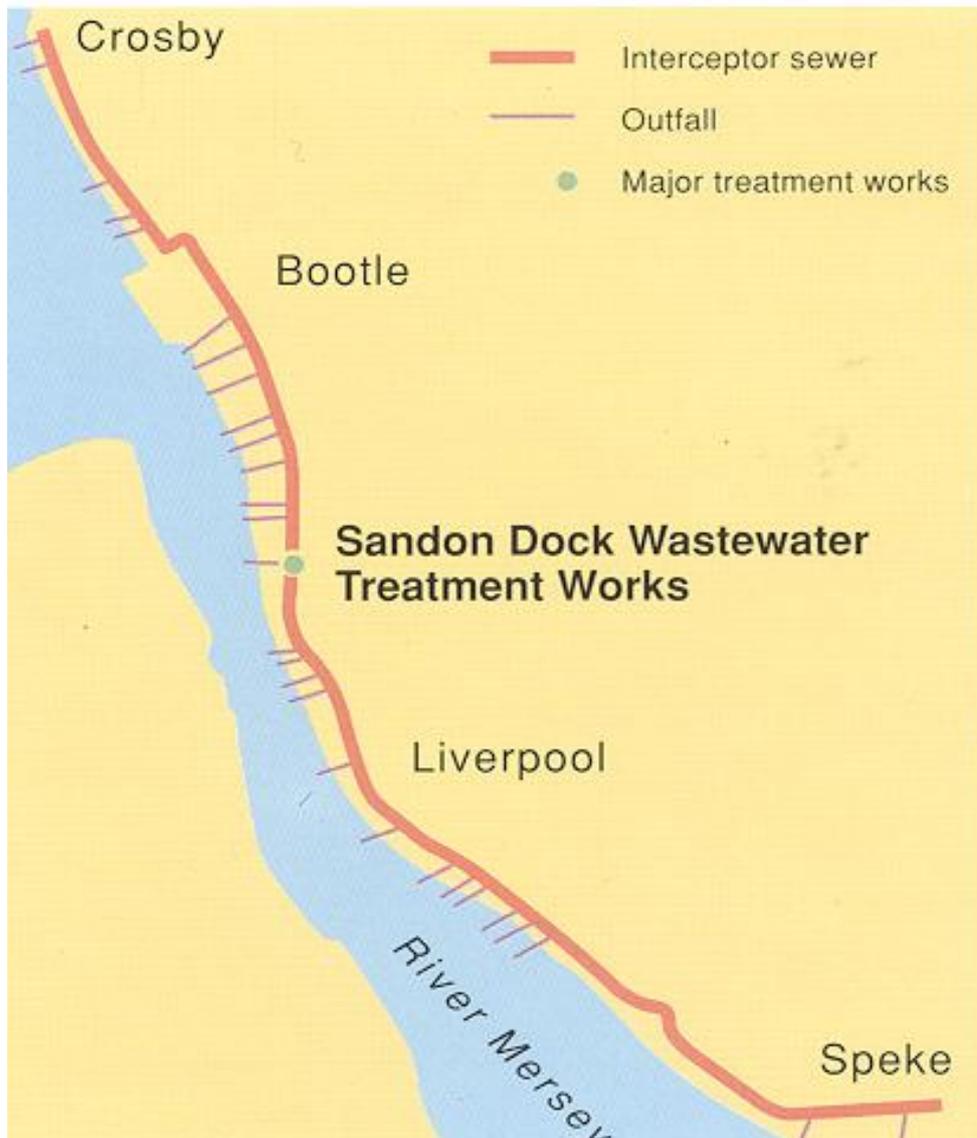
United Utilities is therefore investing in Bickerstaffe Water Treatment Works, near Ormskirk in West Lancashire, which will add 50MI of supply by 2020. This will be a phased delivery and it is expected that 30MI will be ready by 2015. There will also be some new boreholes drilled in the Southport area to try and reduce the reliance on regional sources.

Waste water in Sefton is directed to a number of waste water treatment works (WwTW) in and near Sefton. These are at Crossens (for the Southport area), Lower Alt (for Formby), Meadow Lane (for Ainsdale), Hillhouse (for the Maghull area), Sandon Dock (for Bootle, Crosby and Hightown) and Melling (for Aintree and parts of Netherton).

With regards to the public sewerage system, in some instances there can be pinch points within the wastewater sewer network, particularly if an area comprises a combined sewer network which accepts both foul and surface water flows. The sewer network can also be limited in rural areas or at the edge of settlements. In some circumstances, there might be a need for investment to increase the capacity of the sewer network to accommodate growth.

The primary concern with new development would be any increase in the amount of surface water run-off which could enter the sewer network. United Utilities strongly advise that any new development on green field land does not exceed the run-off rates from the pre-existing green field rates. On brown field sites the run off rates for new development should be reduced by 20% from the pre-existing run off rates in order to improve capacity. Developers are expected to investigate sustainable methods of surface water disposal by considering the use of Sustainable Drainage Systems [SuDS]. Surface water uses a significant amount of capacity within the combined sewer network. If surface water is disposed of through the use of SuDs or a watercourse, this will potentially make available capacity for foul flows from new development to enter the sewer system without increasing flood risk.

Most of South Sefton (including Bootle, Litherland, Crosby and Hightown) is drained via the Mersey Estuary Pollution Alleviation Scheme (MEPAS) which is treated at Sandon Dock Wastewater Treatment Works (see map below). Any development schemes in South Sefton will also need to take account of large schemes in Liverpool, such as Liverpool Waters, which would also use the MEPAS. United Utilities have confirmed that Sandon Dock is due to receive significant investment in the next 12-18 months which should enable them to meet long term demand in the Liverpool/South Sefton area



Whilst United Utilities do not envisage the level of growth proposed in Sefton to have significant infrastructure implications, any proposals for larger developments are likely to have localised impacts on the network capacity and early consultation with United Utilities as part of any subsequent planning application is strongly advised. The [Economic Viability Assessment of the Local Plan](#) considered the costs of drainage within the key development sites in the Local Plan and determined that the costs can be absorbed within the overall development scheme. On specific sites, such as Brackenway in north Formby, the costs of flood precautions are also incorporated into the assessment and the policy for this site, MN6, specifically requires flood risk alleviation measures.

Not all areas are connected to the waste water system. Parts of Lydiate and Melling and some isolated farms have septic tanks. The traveller site east of Formby has its own small sewerage works. The cost to connect many of these areas to the mains sewer system is often prohibitive and unviable. Any future developments in the Green Belt may present the opportunity to connect some of these areas to the existing network.

5.4 Environmental

5.4.1 River and tidal flood risk

Sefton is a coastal, low-lying, predominantly flat Borough, and flood risk from all sources and its management is an important local issue. Much of Sefton relies on pumped drainage. Rivers discharge to the sea via the Altmouth and Crossens pumping stations, two of the largest pumping stations in Europe. These pumping stations, together with 14 satellite pumping stations and linked watercourses, drain the Alt-Crossens catchment, which covers most of Sefton and much of West Lancashire as well as parts of Liverpool and Knowsley. Many rivers have embankments, which may act as flood defences. Generally, Sefton's flood defences maintained by the Environment Agency range from a 70 year to a 25 year or less standard. There are a large number of privately maintained informal defences within the Borough, including man-made, formal structures such as walls that provide some form of flood defence and man-made topographic features such as earth embankments. As well as the hard coastal defences at Crosby and Southport, the undeveloped coast forms a natural sea defence for much of Sefton.

Surface water flood risk is the principal source of flood risk in Sefton, and in any given year has a 1 in 100 chance (1%) of potentially affecting 30% of properties across Sefton. Parts of Sefton are also at risk from fluvial and tidal sources, from groundwater flooding and from failure of canal and reservoir infrastructure. Sewer flooding is also considered to be a significant issue across the borough that is closely linked with surface water flooding. It is generally caused by sewer systems that have insufficient capacity to cope with severe rainfall. More information is provided in the [Strategic Flood Risk Assessment](#) for Sefton.

The selection of development sites has avoided the land most at risk flooding. The site selection results can be viewed [online](#). It is important in Sefton that new development manages flood risk from all sources and critically that surface water is managed sustainably through use of sustainable drainage systems or schemes (SuDS). Sustainable management of surface water links to the emerging Local Flood Risk Strategy which the Council has a duty to prepare. It also links to the forthcoming national requirements for developers to make sustainable drainage applications, for their determination by the Council, and for Council adoption of approved SuDS built in accordance with the approved scheme. To this end, Local Plan Policy EQ8 'Managing flood risk and surface water' sets out the need to reduce surface water run-off through the use of SuDs. The [Economic Viability Assessment of the Local Plan](#) considered the costs involved in determining how viability the key development sites are.

5.4.2 Waste

There are four Household Waste Recycling Centres in locations across Sefton. These are located at Irlam Road, Bootle; Sefton Lane, Maghull; Foul Lane, Southport; and Altcar Road, Formby. Each of these centres deal with recycling, general waste and have a recycled goods franchise. These Centres are run on a permit scheme, however local residents can access the waste recycling centres without a permit to dispose of household waste.

There is also a network of 'bottle bank' facilities throughout Sefton in accessible locations. These are generally in locations that have high footfall, such as leisure centres and supermarkets. These are in addition to the doorstep recycling system, including an opt-in food waste collection, that Sefton employs.

Appendix A

Infrastructure Delivery Schedule

Topic ¹	Item ²	Settlement ³	Relevant Policy ⁴	Cost ⁵				Lead ⁶	Partners ⁷	Timescale for delivery ⁸			Comments ⁹
				Total	Secured	Gap	Source			0-5	6-10	10-15	
Community	Local Shopping Area at Land East of Maghull	Maghull	MN4 Land East of Maghull	Approx £1.2 m	nil	£1.2	Developer	Developer	Sefton Council Maghull TC		✓		Should be constructed before 750 homes are completed on site
Community	Play areas within development sites	Across Sefton	EQ9 Provision of Public Open Space, Strategic Paths and Trees in Development	Approx £50-150,000 per area	nil	all	Developer contributions	Developer	Sefton Council Parish Councils				
Education	Increased capacity of primary school in North Southport location by 0.5 or 1 form entry	Southport	IN1 Infrastructure	Approx £1.3m for 0.5 form entry; £2.3m for 1 form entry	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	Preferred location to be determined by review of school places in locality.
Education	Increased capacity of primary school in East Southport location by 0.5 or 1 form entry	Southport	IN1 Infrastructure	Approx £1.3m for 0.5 form entry; £2.3m for 1 form entry	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	Preferred location to be determined by review of school places in locality.
Education	Increased capacity of primary school in South Southport location by 0.5 or 1 form entry	Southport	IN1 Infrastructure	Approx £1.3m for 0.5 form entry; £2.3m for 1 form entry	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	Preferred location to be determined by review of school places in locality.
Education	Increased capacity at Redgate Primary by reinstatement of 0.5 form entry	Formby	IN1 Infrastructure	tbc	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	
Education	Increased capacity of primary school in Crosby/ Thornton by 1 form entry	Crosby/Thornton	IN1 Infrastructure	Approx £2.3m for 1 form entry	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	Preferred location to be determined by review of school places in locality.

¹ Broad topic e.g. 'Utilities', 'Transport', 'Education', 'Health' etc.

² A more detailed description of the infrastructure type, e.g. Extension to primary school

³ Main town that the infrastructure will be, e.g. Southport, Maghull etc

⁴ Relevant Local Plan Policy which the infrastructure type relates, e.g. EQ3 Accessibility

⁵ Total estimated cost of scheme [if known], how much is already secured, funding gap and sources of funding

⁶ Lead organisation in the delivery and funding of the infrastructure, e.g. Highways Agency

⁷ Other key organisations involved in the delivery of the infrastructure type

⁸ Anticipated delivery of the infrastructure type.

⁹ Any further comments

Topic ¹	Item ²	Settlement ³	Relevant Policy ⁴	Cost ⁵				Lead ⁶	Partners ⁷	Timescale for delivery ⁸			Comments ⁹
				Total	Secured	Gap	Source			0-5	6-10	10-15	
Education	Increased capacity of primary school in Bootle/Litherland location by 1 form entry	Bootle/Litherland	IN1 Infrastructure	Approx £2.3m for 1 form entry	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	Preferred location to be determined by review of school places in locality.
Education	Increased capacity of primary school in Maghull North/Lydiat location by 0.5 form entry	Maghull	IN1 Infrastructure	Approx £1.3m for 0.5 form entry	nil	all	Developer contributions, Sefton	Sefton Council	Dept of Education	tbc	tbc	tbc	Preferred location to be determined by review of school places in locality.
Education	Extension of Summerhill Primary by 1 form entry	Maghull	MN4 Land East of Maghull	Approx £2.3m	nil	£2.3m	Developer contributions	Sefton Council	Dept of Education		✓		
Environment	Work to wildlife habitat at Bankfield Lane	Southport	MN2.2	Approx £100,000	nil	£100,000	Developer contributions	Sefton Council	Natural England				Timing dependent on when development commences
Environment	New Grassland and Wetland Habitat north of Brackenway development site	Formby	MN2.12	Approx £150,000	Nil	Approx £150,000	Developer contributions	Sefton Council	Natural England				Timing dependent on when development commences
Environment	Flood resilience works at Brackenway development site	Formby	MN2.12	Approx £715,000	Nil	Approx £715,000	Developer contributions	Sefton Council	Environment Agency				Timing dependent on when development commences
Health	Provision of health facilities and services being reviewed to determine if any additional facilities and/or services needed. If any are required, and this may not necessarily be the case, this will be set out in an update of the Infrastructure Delivery Plan.												
Transport	The provision of interchange facilities in Southport, Crosby and Maghull centres.	Southport, Crosby and Maghull	IN2 Transport	tbc	tbc	tbc	Tbc	Merseytravel	Sefton Council				
Transport	Improved parking facilities in Bootle, Southport, Crosby and Maghull centres	Bootle, Southport, Crosby and Maghull	IN2 Transport	tbc	tbc	tbc	Tbc	Sefton Council	Merseytravel				

Topic ¹	Item ²	Settlement ³	Relevant Policy ⁴	Cost ⁵				Lead ⁶	Partners ⁷	Timescale for delivery ⁸			Comments ⁹
				Total	Secured	Gap	Source			0-5	6-10	10-15	
Transport	Improved access to Southport from the east [A570 corridor]	Southport	IN2 Transport	tbc	tbc	tbc	Liverpool City Region Growth Fund	Sefton Council	-				Study has been carried out and results awaited
Transport	Adoption of Blundell Lane	Southport	MN2.2 Land at Bankfield Lane	Approx £275,500	nil	£275,500	developer	Sefton Council	-	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access improvements at Moss Lane, Churchtown	Southport	MN2.4 Land at Moss Lane	Approx £500,000	nil	£500,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highway and Access to Crowland Street	Southport	MN2.5 Land at Crowland Street	Approx £500,000	nil	£500,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	New Access Road to Broome Road Southport	Southport	MN2.6 Land at Broome Road	Approx £142,500	nil	£142,500	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Signal controlled junction to Broome Road Southport	Southport	MN2.6 Land at Broome Road	Approx £100,000	nil	£100,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Improvements to cycle and pedestrian access to Broome Road site	Southport	MN2.6 Land at Broome Road	Approx £75,000	nil	£75,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access to former Ainsdale High School Site	Southport	MN2.8 Former Ainsdale Hope School	Approx £50,000	nil	£50,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access improvements at Moor Lane, Ainsdale	Southport	MN2.11 Land south of Moor Lane	Approx £150,000	nil	£150,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences

Topic ¹	Item ²	Settlement ³	Relevant Policy ⁴	Cost ⁵				Lead ⁶	Partners ⁷	Timescale for delivery ⁸			Comments ⁹
				Total	Secured	Gap	Source			0-5	6-10	10-15	
Transport	Signal controlled junction off bypass to access site north of Brackenway	Formby	MN6 Land at Brackenway, Formby	Approx £125,000	nil	£125,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access improvements to Deansgate and Paradise Lane, Formby	Formby	MN6 and MN2.12 Land north of Brackenway	£ Approx 250,000	nil	£250,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Upgrade to bridleway adjacent to Brackenway	Formby	MN6 and MN2.12 Land north of Brackenway	£22,000	nil	£22,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Allowance for connection to cycle and footpath network at Brackenway	Formby	MN6 and MN2.12 Land north of Brackenway	£100,000	nil	£100,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access to Liverpool Road site	Formby	MN2.16 Land at Liverpool Road	£450,000	nil	£450,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Signal controlled junction off bypass to access site north of Formby Industrial Estate	Formby	MN4 Land north of Formby Industrial Site	£150,000	nil	£150,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Signal controlled junction off bypass to access site south of Formby Industrial Site	Formby	MN5 Land South of Formby Industrial Site	£150,000	nil	£150,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access to Thornton housing sites [east]	Crosby	MN2.25/26 Land at Lydiate Lane and Runnels Lane	£150,000	nil	£150,000	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Highways and Access to Thornton Sites [west]	Crosby	MN2.23/24 Land at Southport Old Road and Holgate	£217,500	nil	£217,500	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences

Topic ¹	Item ²	Settlement ³	Relevant Policy ⁴	Cost ⁵				Lead ⁶	Partners ⁷	Timescale for delivery ⁸			Comments ⁹
				Total	Secured	Gap	Source			0-5	6-10	10-15	
Transport	Cycle and pedestrian link between Thornton sites	Crosby	MN2.23-6 Thornton Sites	tbc	nil	tbc	developer	developer	Sefton Council	tbc	tbc	tbc	Timing dependent on when development commences
Transport	Development or Extension of Park and Ride facilities at Hall Road, Seaforth and Litherland and Waterloo rail stations	Crosby	IN2 Transport	Tbc	Tbc	Tbc	Merseytravel	Merseytravel	Sefton Council				
Transport	Traffic management improvements to the A565	Bootle and Crosby	IN2 Transport	Tbc	Tbc	Tbc	Tbc	Sefton Council	-				
Transport	Traffic management improvements to the A5036	Bootle and Crosby	IN2 Transport	Tbc	Tbc	Tbc	Tbc	Highways Agency	Sefton Council				
Transport	Junction upgrade at Hawthorne Road to access St Wilfrid's site	Bootle	MN2.41 Former St Wilfrid's School	£100,000	nil	£100,000	developer	developer	Sefton Council				Timing dependent on when development commences
Transport	Access improvements to Port of Liverpool	Bootle	ED1 Port and Maritime Zone	tbc	tbc	Tbc	tbc	Highways Agency	Sefton Council Peel Ports				
Transport	Highways and Access to Kenyons Lane site	Maghull	MN2.28 Land North of Kenyon's Lane	£150,000	nil	£150,000	developer	developer	Sefton Council				Timing dependent on when development commences
Transport	Maghull North Rail Station	Maghull	MN3 Land East of Maghull	£6.9 million	£6.2 million [from Growth Fund]	£700,000	Developers	Merseyrail	Network Rail	✓			
Transport	Southbound on slip, north bound off slip of junction 1 of the M58	Maghull	MN3 Land East of Maghull	£6.1 million	£5.5 million [from Growth Fund]	£600,000	Developers	Highways Agency	Sefton Council	✓			

Topic ¹	Item ²	Settlement ³	Relevant Policy ⁴	Cost ⁵				Lead ⁶	Partners ⁷	Timescale for delivery ⁸			Comments ⁹
				Total	Secured	Gap	Source			0-5	6-10	10-15	
Transport	Subsidised bus service for three years through land east of Maghull	Maghull	MN3 Land East of Maghull	£120,000 per annum for 3 yrs	nil	£360,000	developer	Merseytravel	Sefton Council	✓			
Transport	Junction improvements to Waddicar Lane/Chapel Lane	Maghull	MN2.31 Land at Wadacre Farm	£100,000	nil	£100,000	developer	developer	Sefton Council				Timing dependent on when development commences
Transport	Reconstruction of Chapel Lane	Maghull	MN2.31 Land at Wadacre Farm	£95,000	nil	£95,000	developer	developer	Sefton Council				Timing dependent on when development commences
Transport	Access Road to Waddicar Lane	Maghull	MN2.30 Land at Waddicar Lane	£199,500	nil	£199,500	developer	developer	Sefton Council				Timing dependent on when development commences
Utilities	Bickerstaffe Waste Water Treatment works upgrade	Southport [works in West Lancashire]	IN1	Confidential	Confidential	nil	United Utilities	United Utilities	-	✓			Improving water supply to Southport by increasing capacity at Royal Oak [Bickerstaffe] Water Treatment Works, upgrading capacity and bringing two new boreholes into use.
Utilities	Liverpool Wastewater Treatment Works extension	Bootle/Crosby [works in Liverpool]	IN1	Confidential	Confidential	Nil	United Utilities	United Utilities	-	✓			When complete, the new plant at Wellington Dock will serve around 600,000 residents, taking away their sewage and treating it to the highest standards, before returning it to the river.
Utilities	Surface water management	Across all sites in Sefton	EQ8	Broadly £90/m ² but will differ on site to site	nil	nil	developer	Developer	Sefton Council	✓	✓	✓	Local Plan Policy EQ8 advocates no net increase in surface water run-off for green field sites; 20% reduction for brown field sites.
Utilities	Electricity Sub-stations	Across sites	IN1 Infrastructure	Generally £5-60,000 per sub-station	nil	nil	developer	Developer/Scottish Power		✓	✓	✓	

