



PLANNING STATEMENT

DEMOLITION OF EXISTING DWELLING AND ERECTION OF 4 DWELLINGS

30 LIVERPOOL ROAD, FORMBY, L37 4BW

Date: December 2020

Pegasus Reference: GS/P20-2752/R001v5

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1. INTRODUCTION

Scope and Purpose

- 1.1 This Planning Statement has been prepared by Pegasus Group on behalf of Kathryn Kenny in support of a full planning application for the demolition of the existing dwelling and the erection of 4 no. dwellings on land at 30 Liverpool Road, Formby.
- 1.2 The Planning Statement draws together the key technical information and tests the proposals against the relevant planning policies and material considerations.
- 1.3 The purpose of this statement is to:
- Identify and address the most recent planning policies relevant to the development proposal within the National Planning Policy Framework and Local Development Plan;
 - Confirm that the site presents an appropriate opportunity for residential development; and
 - Confirm the various benefits that will arise from developing the site.

The Application Submission

- 1.4 In addition to this statement, the following documents are submitted in support of the application in accordance with the Local Validation Checklist:
- Location Plan
 - Existing Layout Plan
 - Proposed Layout Plan
 - Existing Floor Plan
 - Proposed Floor Plans
 - Existing Elevations;
 - Proposed Elevations
 - Design and Access Statement
 - Ecology and Bat Survey
 - Transport Statement

1.5 The remainder of this statement is structured as below:

- Chapter 2 introduces the site and surrounding area;
- Chapter 3 provides an overview of the planning history of the site;
- Chapter 4 describes the proposed development;
- Chapter 5 details the relevant national and local policy review;
- Chapter 6 provides an assessment of the development proposal against the relevant local and national planning policy; and
- Chapter 7 provides a summary and conclusions.

2. SITE DESCRIPTION AND SURROUNDINGS

- 2.1 The application site is located at 30 Liverpool Road in Formby. The site is bound on all sides by existing residential development and measures approximately 0.17 hectares (0.42 acres). An aerial view of the site is shown in Figure 1, and the wider site context in Figure 2.



Figure 1 – Aerial view of the site (Google Earth)



Figure 2 – Site context (Google Earth)

- 2.2 30 Liverpool Road (also known as 'Elmhurst') is a detached two-storey dwelling with an extensive garden to the rear which is laid to lawn and bound by trees and vegetation on all sides. A view of the property from Liverpool Road is shown in Figure 3.



Figure 3 – 30 Liverpool Road (Google Maps Street View)

2.3 The surrounding properties comprise detached and semi-detached dwellings of varying densities and styles, as demonstrated in Figures 4 to 7.



Figure 4 – Properties immediately adjacent the application site on Liverpool Road (Google Maps Street View)



Figure 5 – Properties south east of the application site on Liverpool Road (Google Maps Street View)



Figure 6 – Property north east of the application site on Liverpool Road (Google Maps Street View)



Figure 7 – Property on Raven Meols Lane to rear of application site (Google Maps Street View)

2.4 As is evident from these images, the surrounding area features many styles of house, with Liverpool Road featuring detached period properties and more modern semi-detached properties and bungalows. The adjacent Raven Meols Lane also features detached and semi-detached character properties as well as bungalows and more modern semis. The adjacent Birkey Lane features

predominantly modern semi-detached properties, with the occasional bungalow and period property to the northern end.

2.5 Plot and garden sizes vary throughout the area, as demonstrated in Figure 8.



Figure 8 – Varying plot and garden sizes in the area (Google Earth)

2.6 The site is located within the Primarily Residential Area, as defined on the Sefton Local Plan Policies Map.

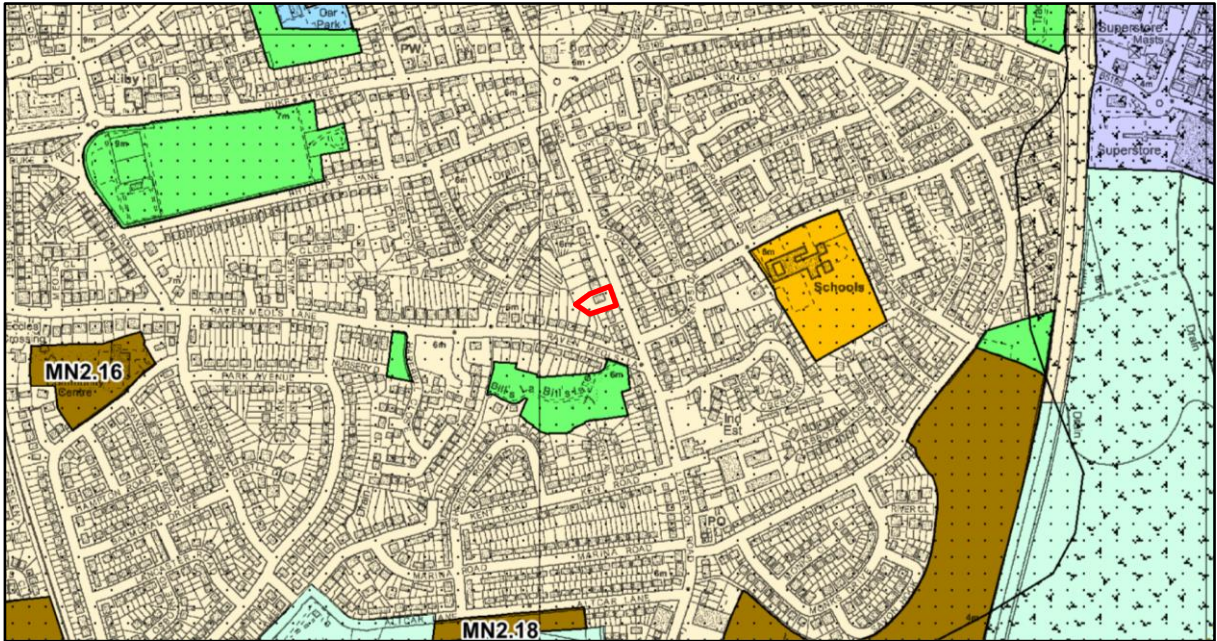


Figure 9 – Location of site in Primarily Residential Area according to Sefton Local Planning Policy Map

2.7 The site is within Flood Zone 1, with the lowest risk of flooding and there are no Tree Preservation Orders on the site.

3. PLANNING HISTORY

- 3.1 There is no history of planning applications at the site as according to Sefton Planning Portal.
- 3.2 We are aware of an outline application which was submitted in December 1969 for 'erection of one detached and one pair of semi-detached houses with garages on the site of 30 Liverpool Road, Formby'. This application was approved on the 5th January 1970 (See Decision Notice in Appendix 1) but the permission was never enacted.
- 3.3 Even though this approval is 50 years old it outlines the potential of the site to deliver more homes. Whilst the proposal was only for 3 residential dwellings, this was representative of the time of development. The provision of an additional unit proposed in our application is due to the overriding need for new residential development in towns and cities, particularly on brownfield land. This is seen as a top priority by the government as represented by announcements on 16th December 2020 stating:
- cities will be encouraged to plan for more family homes – which are the right size and type for families to live in – and to make the most of vacant buildings and underused land to protect green spaces. The plans will encourage more homes to be built in England's 20 largest cities and urban centres, boosting local economies by supporting jobs in the building sector.*
- (<https://www.gov.uk/government/news/plan-to-regenerate-england-s-cities-with-new-homes>)
- 3.4 There is a particular focus on levelling up the northern and midlands region with the south. Given the site is classed as previously developed land which currently retains a vacant building located in an urban area we consider the benefits from the provision of 4 residential dwellings are substantial and should be a material consideration in the determination of this application.
- 3.5 Section 6 outlines how the proposed development responds to the character of the area and is suitable given its local context.

4. PROPOSED DEVELOPMENT

- 4.1 The application seeks full planning permission for the demolition of the existing detached dwelling and the erection of 4 no. dwellings.
- 4.2 The site measures approximately 0.17 hectares (0.42 acres); with 4 dwellings proposed for the site, this equates to a density of approximately 23.5 dwellings per hectare (9.5 dwellings per acre).
- 4.3 Access will be taken from Liverpool Road. The site benefits from an existing access with a footway crossing that serves the existing dwelling.
- 4.4 The proposed site layout is shown in Figure 10.

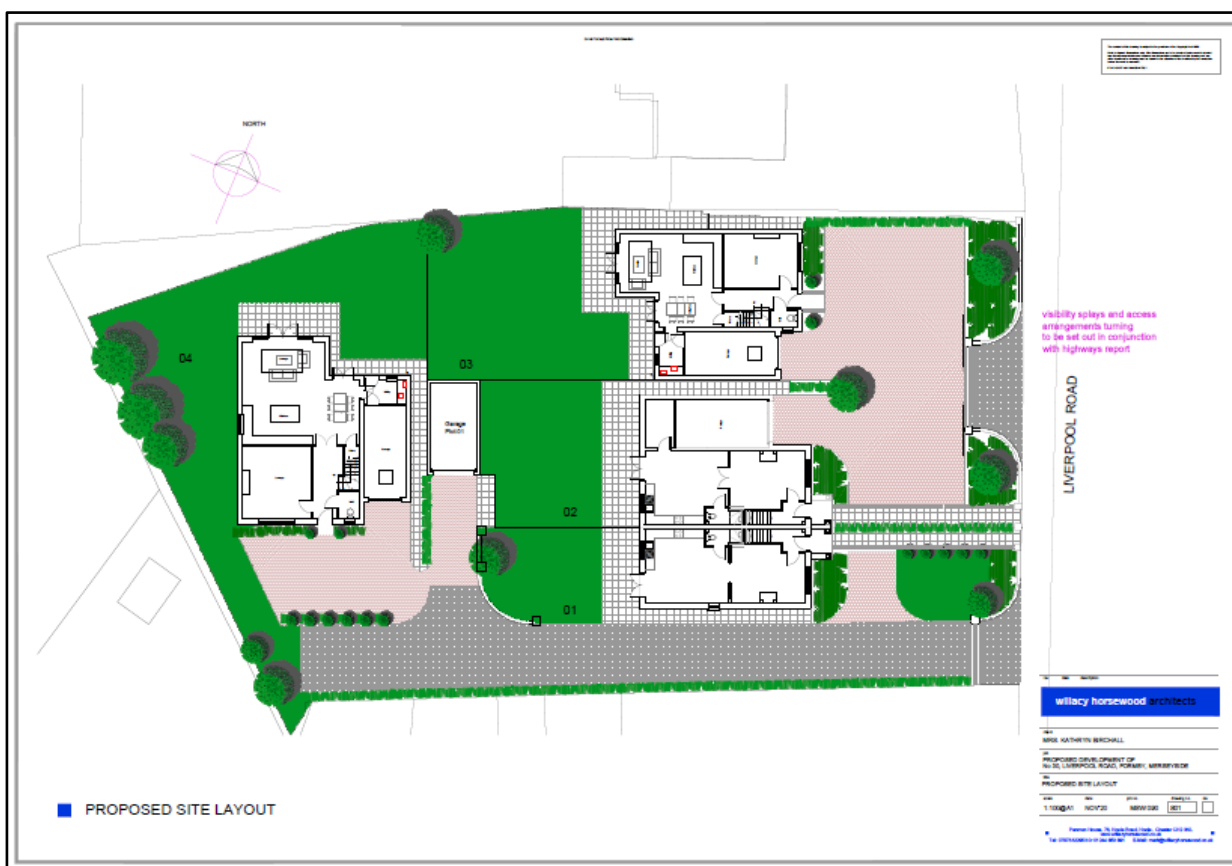


Figure 10 – Site Layout Plan

5. PLANNING GUIDANCE

- 5.1 This section sets out the relevant planning policy considerations for the proposed development from the adopted Development Plan, emerging local planning policy, supplementary guidance and the National Planning Policy Framework.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that: “where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”.
- 5.3 In this instance, the Development Plan comprises the Sefton Local Plan, which was adopted in April 2017 and its accompanying Supplementary Planning Documents.

National Planning Policy Framework (2019)

- 5.4 The NPPF, updated in February 2019, outlines the Government’s fundamental objectives for the planning system.
- 5.5 Within the NPPF there is an overarching principle of sustainable development, outlined in Paragraph 8. This outlines three interdependent objectives for achieving sustainable development, which are to be pursued in mutually supportive ways. These are:
- a) *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
 - b) *A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
 - c) *An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting climate change, including moving to a low carbon economy.*
- 5.6 Paragraph 10 states that at the heart of the Framework is a presumption in favour of sustainable development.

-
- 5.7 Paragraph 11 states that for decision-taking, the presumption in favour of sustainable development means: approving development proposals that accord with an up-to-date development plan without delay.
- 5.8 Paragraph 47 states that planning law requires that applications for planning permission are to be determined in accordance with the development plan, unless material considerations indicate otherwise. Decision on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 5.9 Paragraph 59 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. Housing of varying sizes, types and tenures should be delivered to meet the needs of everyone (paragraph 61).
- 5.10 Paragraph 68 acknowledges that small and medium sized sites can make an important contribution to meeting housing requirements, and that these are often built out relatively quickly. It goes on to say that planning authorities should support the development of windfall sites, giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 5.11 Section 9 promotes developments that are sustainably located, where users can make best use of sustainable and active travel modes and reduce travel by private car. Paragraph 108 confirms that in decision-making, it should be ensured that appropriate opportunities to promote sustainable transport have been taken, safe and suitable access to the site can be achieved for all users, and any significant impacts of the development on the highway network can be suitably mitigated.
- 5.12 Paragraph 117 states that planning policies should promote an effective use of land in meeting the need for homes and other uses, in a way that makes as much use as possible of previously developed or 'brownfield' land. Paragraph 118 states that planning decisions should give significant weight to the value of using suitable brownfield land within settlements for homes, and it supportive of the development of under-utilised land where this would help to meet identified housing need.
- 5.13 Furthermore, paragraphs 122 and 123 highlight the importance of achieving appropriate densities, ensuring that development makes efficient use of land whilst also considering identified need for different types of housing and the prevailing character of the area, among other considerations.
- 5.14 Paragraph 124 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.15 Paragraph 127 states that planning policies and decisions should ensure that developments are (*inter alia*) visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

5.16 Furthermore, planning decisions should contribute to and enhance the natural and local environment and minimise impacts on and provide net gains for biodiversity (paragraph 170).

Sefton Local Plan (April 2017)

5.17 Policy SD1 confirms that planning decisions will be made in accordance with the presumption in favour of sustainable development.

5.18 Policy SD2 sets out key principles of sustainable development, including the following of relevance to this proposal:

- b. To help meet the housing needs of Sefton's changing population for market and affordable housing; homes for families, the elderly, people with other special housing needs and others
- c. To promote economic growth, tourism and jobs creation and support new and existing businesses
- d. To meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as possible
- j. To achieve high quality design and an environment that encourages a healthy lifestyle
- l. To ensure that all new development addresses flood risk mitigation and explores all methods for mitigating surface water run-off

5.19 Policy MN1 confirms that between 2012-2030, a minimum of 11,520 new homes will be delivered throughout Sefton, with the annual average rate from 2017-2030 being 694 dwellings per annum. The policy also identifies 'windfall' sites as a source of new housing for the borough.

5.20 Policy HC3 states that new residential development within Primarily Residential Areas will be permitted if proposals comply with other Local Plan policies. New residential development must achieve a minimum density of 30 dwellings per hectare of the net developable area, except where site or infrastructure constraints make this impractical or a lower density is justified given the layout and character of the immediate surrounding area.

5.21 Policy EQ2 establishes the following general design principles for development.

- In relation to site context, proposals must respond positively to surrounding character, local distinctiveness and form and enhance the character of the area. Key views of townscape and important landscape features should be retained or enhanced.
- The arrangement of buildings, structures and spaces within the site, including density and layout, and the alignment and orientation of buildings, should relate to the character and form of the surroundings. Development should meet all the following criteria:

- Ensures safe and easy movement into, out of, and within the site for everyone, including pedestrians, cyclists and those with limited mobility
 - Integrates well with existing street patterns
 - Protects the amenity of those within and adjacent to the site
 - Ensures the safety and security of those within and outside the development through natural surveillance and the creation of active frontages
 - Creates well-connected attractive outdoor areas which fulfil their purpose well.
 - Proposals should make a positive contribution to their surroundings through the quality of their design in terms of scale, height, form, massing, style, detailing, landscaping and use of materials. Proposals for residential buildings should consider the adaptability of new homes to meet the long-term needs of residents. Developments should be designed to take advantage of natural solar gain.
- 5.22 Policy EQ3 details accessibility criteria for new development. It specifies that development should be directed towards areas with good accessibility to local amenities and services and public transport links. The needs of all residents should be met, including those with limited mobility.
- 5.23 Policy EQ8 confirms that development should be directed towards areas with the lowest flood risk. Development must not increase flood risk on site or elsewhere and should incorporate Sustainable Drainage Systems where practicable.
- 5.24 Policy EQ9 stipulates that proposals must not result in unacceptable loss of existing trees, and that any lost should be replaced within the site at a ratio of 1:1.
- 5.25 Policy NH1 advocates protection of Sefton’s natural assets in accordance with their designation and significance. Development should maintain these assets and create new habitats and green infrastructure where possible. Where retention is not possible, mitigation or compensatory provision will be required.

New Housing Supplementary Planning Document (June 2018)

- 5.26 This document sets out the principles and standards that new housing developments should meet. It provides further detail to the policies contained in the Local Plan and is a material consideration in the determination of planning applications. The guidance relevant to this proposal is outlined in this section.
- 5.27 In line with Local Plan policy HC3, new homes should be built at a minimum density of 30 dwellings per hectare unless site-specific constraints or surrounding character and urban grain require otherwise.
- 5.28 The following separation distances should be achieved:

- Habitable room window to habitable room window – 21 metres
- Habitable room window to blank wall/non-habitable room window – 12 metres
- New dwelling to neighbouring rear garden – 10.5 metres

5.29 New housing development should respect the building lines of the street and on linear streets should not extend significantly further than neighbouring properties at the rear.

5.30 For properties with 3 or more bedrooms, rear gardens should be a minimum of 60m².

5.31 New housing developments should incorporate sufficient parking to avoid dangerous on-street parking. This should be located in view of habitable rooms to encourage natural surveillance. One electric vehicle charging point should be provided per dwelling.

5.32 The SPD also sets out the following requirements for backland development:

- a) Proposals do not prevent the comprehensive larger area from being developed
- b) The form and layout respect the character of local area
- c) The living conditions of neighbouring properties are protected
- d) The number of floors and the height of eaves and ridgelines do not exceed that of the frontage property
- e) Appropriate access arrangements are demonstrated in a planning application

5.33 This is illustrated in Figure 11.

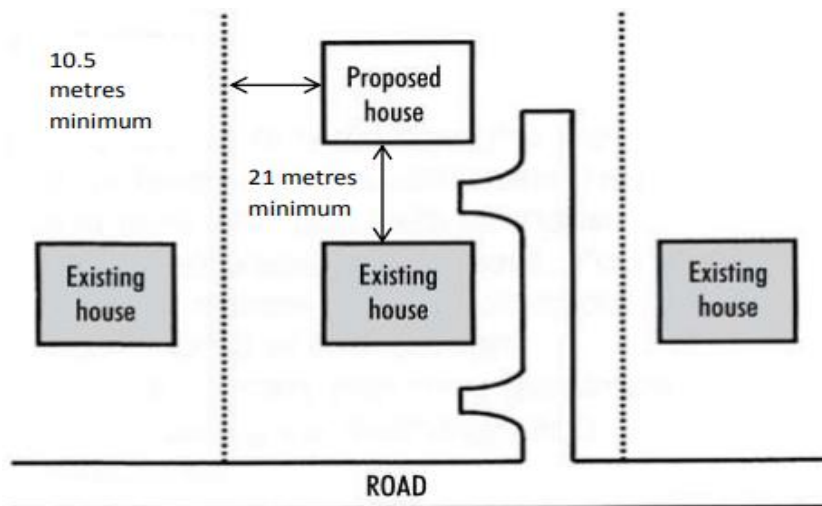


Figure 11 – Requirements for backland development

6. PLANNING POLICY ASSESSMENT

6.1 This section assesses the main issues associated with the proposed development against the adopted planning policy and material considerations highlighted in the previous chapter. The main issues to be addressed are as follows:

- Principle of development;
- Density;
- Design and amenity;
- Access;
- Sustainability;
- Trees; and
- Other material considerations.

Principle of Development

6.2 The application site lies within a Primarily Residential Area as identified by the Local Plan policies map (see Figure 12). The principle of the use of the site for residential development is therefore regarded as acceptable by Sefton Council. Furthermore, residential use at the site has already been established as the site is within the residential curtilage of 30 Liverpool Road.

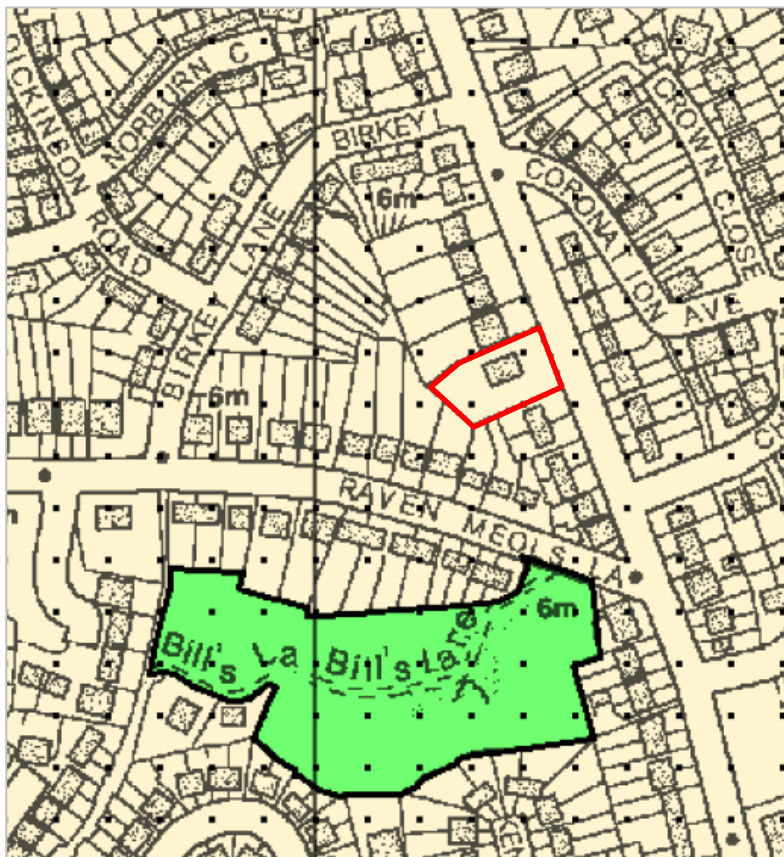


Figure 12 – Extract from Sefton Local Plan policies map

- 6.3 The principle of 'backland' development is not considered unacceptable by the Council, with the *New Housing Supplementary Planning Document* providing guidance on how such proposals should be designed. Given that the plot at 30 Liverpool Road is the largest in the area (0.42 acres, the second largest being 0.22 acres), redeveloping the site to provide additional dwellings ensures the efficient use of urban land, in accordance with policy HC3 and NPPF paragraph 117.
- 6.4 The development of additional dwellings at the site will also contribute towards delivering Sefton's target of 11,520 new dwellings over the Local Plan period. This is especially important given the significant undersupply experienced across the borough in recent years, which is discussed in more detail later in this section.
- 6.5 The proposed development will contribute 3 dwellings (4 new dwellings minus the demolition of the existing dwelling) towards meeting Sefton's housing need and overcoming the recent, substantial shortfall in housing delivery. This is in line with the Government's priority of 'significantly boosting the supply of homes', outlined in paragraph 59 of the NPPF, and Local Plan policy SD2 which states that one of its key principles of sustainable development is meeting the housing needs of Sefton's changing population. The homes delivered on site will be of varied types and size to cater for the different needs of the market, as required by NPPF paragraph 61.
- 6.6 The Council's latest SHLAA (February 2020) confirms that since 2008, small windfall sites have played a significant role in delivering housing across the borough and acknowledges their benefits in terms of speed and likelihood of delivery. There has been a consistent, and recently upward, trend in housing delivery numbers from urban windfall sites. The SHLAA also acknowledges that it will not be possible to meet Sefton's housing requirements without developing Green Belt sites; therefore, maximising the use of underutilised urban sites, such as the application site, is key to ensuring sufficient housing is delivered whilst minimising the amount of greenfield land required to be developed. The utilisation of small windfall sites is advocated in paragraph 68 of the NPPF, which recognises they are often built out relatively quickly and states that '*planning authorities should support the development of windfall sites, giving great weight to the benefits of using suitable sites within existing settlements for homes*'.
- 6.7 Furthermore, the site is situated in a highly sustainable location in terms of access to services, amenities and public transport links. It is located in a suburban area close to the town centre and train station. Such a location is in accordance with policies SD1 and EQ3 and the principles of sustainable development, which seek to locate new housing development within existing urban areas.

Density

- 6.8 The density of the properties on the site will be approximately 23.5 dwellings per hectare (dph). The density of the immediate surrounding area (triangle of land bound by Liverpool Road, Birkey Lane and Raven Meols Lane) is approximately 16.6dph, however within this space there is great variation in plot sizes and shapes. The average density along this stretch of Liverpool Road varies

from 14.9dph (west of highway) to 20.4dph (east of highway). On the adjacent Raven Meols Lane, densities vary from approx. 15.9dph for detached properties to approx. 18.6dph for semi-detached properties. On Birkey Lane, the density of the properties is approx. 24.5dph.

6.9 Evidently, there are a wide range of densities in the immediate context, ranging from approx. 14.9dph to approx. 24.5dph. Therefore, there is no prevailing density in the area which development should be in keeping with.

6.10 The variation in plot sizes and shapes of surrounding properties is demonstrated in Figure 13. Plot sizes of detached properties vary from 0.07 acres to 0.22 acres, and for semi-detached properties the range is 0.07 acres to 0.13 acres. Therefore, an average plot size of 0.11 acres for the dwellings would not be out of keeping with the area, as there is no prevailing pattern of development.



Figure 13 – Range of plot sizes of surrounding properties, in acres (detached in red, semi-detached in blue)

6.11 Delivering additional dwellings at a higher density will better utilise the land available at the site and bring the density more in line with surrounding properties. This is in accordance with NPPF paragraphs 117 and 118, which advocate the efficient use of urban land, especially where this will help to meet identified housing need.

- 6.12 Local Plan policy HC3 seeks a minimum density in Primarily Residential Areas of 30dph, however lower densities are acceptable when the character of the immediate surrounding area dictates otherwise. Houses at this high a density would be incongruent in this location, therefore the proposed scheme at 23.5dph has been designed to maximise the use of the site whilst being considerate of surrounding development patterns which are below 30dph. The development therefore accords with policies HC3 and EQ2 and NPPF paragraphs 122 and 123 which require the efficient use of land whilst also assuring densities are in accordance with surrounding character.

Design and Amenity

- 6.13 As part of the proposal the applicant has carefully considered the design of the new dwellings and their orientation to provide sufficient residential amenity whilst being in keeping with the character of the area.
- 6.14 The provision of 4 dwellings on the site does not create a density which is out of context with the surrounding residential land parcels. As outlined in figure 13, there are a range of plot sizes and development densities which create a juxtaposed feel in the surrounding area. Appropriate landscaping has been provided to sensitively establish the development with its surroundings. The development provides a sensitive frontage on to Liverpool Road with a detached and two semi-detached properties which have a frontage very similar to the surrounding dwellings fronting Liverpool Road. The design has taken characteristics from the previous dwelling on site as well as those in the surrounding area to allow the development to be incorporated seamlessly into the existing street scene.
- 6.15 Policy EQ2 in the Sefton Local Plan outlines the design considerations which need to be implemented in new residential developments. The below provides an assessment against each criteria and how it has been achieved.

EQ2 DESIGN - Development will only be permitted where:

1. In relation to site context:

a. The proposal responds positively to the character, local distinctiveness and form of its surroundings

The development has been set out in line with the prevailing character of the area incorporating 2 semi-detached properties and a detached dwelling fronting Liverpool Road. The proposed dwellings incorporate the same design characteristics of the neighbouring dwellings and previous dwelling on site. The density of development on the site is not out of context with the surrounding area along Liverpool Road and local residential estates. The dwelling to the rear has been sensitively screened whilst retaining appropriate residential amenity for the future and existing occupants in neighbouring areas. The rear dwelling will

not be readily viewable from Liverpool Road and will therefore not impact on the character of the area.

b. In areas of lesser quality the development enhances the character of the area rather than preserves or reproduces negative aspects of the existing environment

The development will not negatively impact on the area and will respond to the current form and layout of the nearby properties.

c. Key views of townscape, including landmark and gateway buildings, and important landscape features are retained or enhanced.

There are no landmark or gateway buildings in the vicinity of the site. Further there are no key views of the townscape from the proposed site or area. The proposal responds better to the current street scene than the existing house situated in a large plot which is not in line with surrounding development types.

2. In relation to site design, layout and access: The arrangement of buildings, structures and spaces within the site, including density and layout, and the alignment and orientation of buildings, relates positively to the character and form of the surroundings, achieves a high quality of design and meets all of the following criteria:

a. Ensures safe and easy movement into, out of, and within the site for everyone, including pedestrians, cyclists and those with limited mobility

A Transport Statement has been prepared confirming the suitable and safe access for all forms of traffic movements on and off site. Given the small scale of development the access is made up of singular and shared driveways which will allow for safe movement of all vehicles as well as pedestrians and cyclists.

b. Integrates well with existing street patterns

The development proposes suitable access points to Liverpool Road, the driveways of the properties fronting the road are similar in size of those existing along the road. An additional access is provided to Plots 1 and 4 which allows for safe movement of vehicles. This access is not much longer than that existing which connects to the existing garage and that which accesses the property to the south. The development is therefore satisfactory and responds to the existing street patterns in the area.

c. Protects the amenity of those within and adjacent to the site

Plots 1-3 are located along the frontage of the site and retain appropriate separation distances with the neighbouring properties along Liverpool Road. The provision of this

pattern of development is more in keeping with the surrounding area and should therefore be seen to improve its character.

Plot 4 is located to the rear of the site and is located with a good-sized plot, it retains separation distances of over 14m from its gable to the rear of the proposed houses and retains appropriate private amenity for any future occupiers. The plot will be located a minimum of 3m from neighbouring garden boundaries and a maximum of 11+ metres which is in accordance with amenity allowances and has been allowed elsewhere in Formby (see precedent cases). The access road to the rear of the site is located approximately 1 metre from the gable of plot 1 and provides access to the garage of plot 1 and plot 4. There are no windows on the side elevation of plot 1 and an acoustic fence has been provided to prevent any potential noise problems from the side access.

d. Ensures the safety and security of those within and outside the development through natural surveillance and the creation of active frontages

The layout of the dwellings will allow for natural surveillance and overlooking of the whole site. The addition of dwellings on the site compared to that existing will increase overlooking and naturally encourage greater security.

e. Creates well-connected attractive outdoor areas which fulfil their purpose well.

All outdoor areas will be in the form of private amenity gardens. Given the size of the site there is no requirement to provide any public open space.

3. In relation to the design of buildings and structures:

a. Proposals make a positive contribution to their surroundings through the quality of their design in terms of scale, height, form, massing, style, detailing, landscaping, use of materials and meet criteria (b) to (d) listed in part (2) above (replacing 'site' with 'building' in c.)

The design of the proposed buildings have incorporated key features from buildings nearby including the currently existing house on site. Further details of this can be found in the Design and Access Statement.

c. Proposals for residential buildings consider the adaptability of new homes to meet the long term needs of residents

The proposed dwellings allow room for future extension should future residents require.

6.16 Formby retains a separate Supplementary Planning Document which outlines the character of the Formby settlement. As can be seen in figure 14, the proposed site is located in zone 1 which has a residential character area made up of Pre-War semi-detached housing. This area retains a higher

residential density than other Formby character areas, representative of the number of semi-detached dwellings. The provision of 2 semi-detached dwellings and 2 detached dwellings would therefore be in keeping with the density and style of the prevailing character of the area.

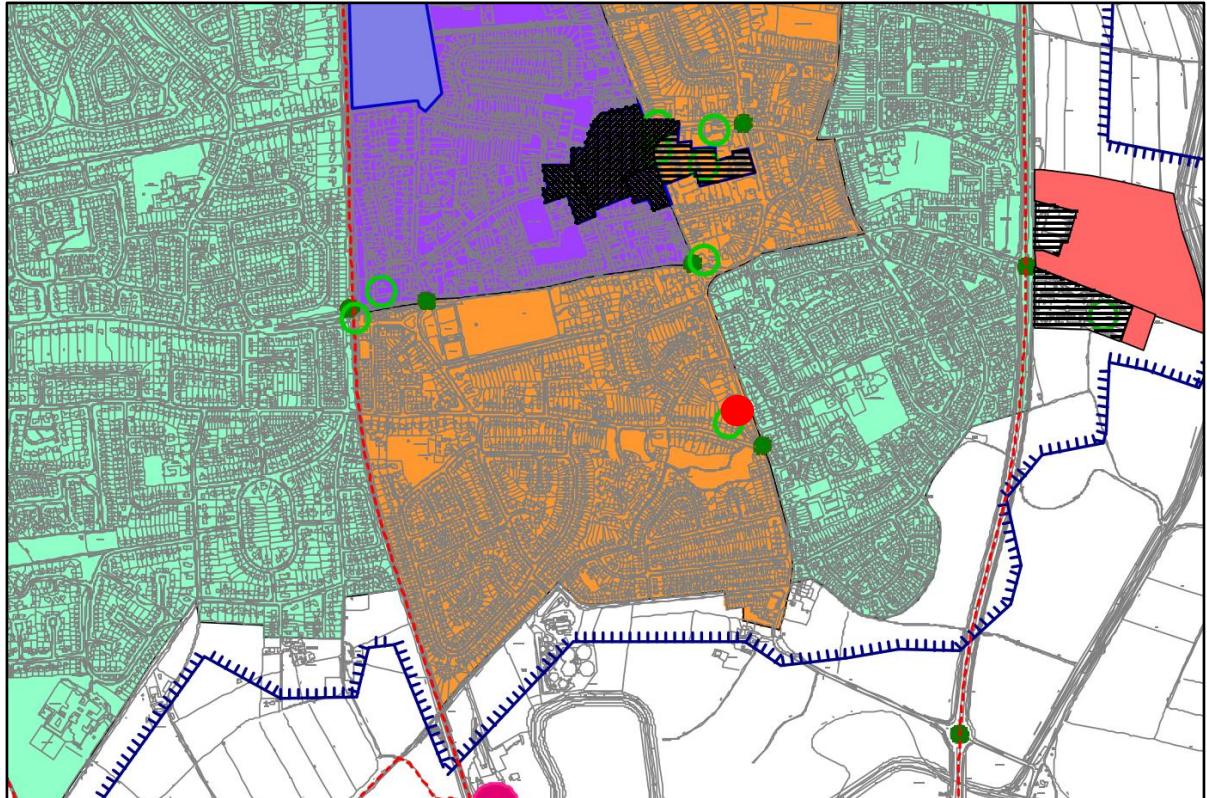


Figure 14 – Location of Site in Context with Formby’s Character Zones

6.17 The proposal further contributes to the general design of the local vernaculars along with front gardens and appropriate landscaping as outlined in the Broad Character Zone characteristics outlines in table 1.

3. Broad Character Zones (Residential)

Residential Character Area	Key Components of Character	ASL Study Ref.
Pre-war semi-detached housing	<ul style="list-style-type: none"> Spacious, curvilinear⁶ and linear⁶ road layout based on a loose grid that links into the historic route network. Curved bay windows, rendering and tiled roofs to houses. front gardens with mature trees. 	FBCZ 1

Table 1 – Key components of Formby’s Broad Character Zone

Access and Highways

6.18 A Transport Statement has been prepared by Keith York and shows that the addition of 3 units on site will not lead to any significant impact on the local highway network. The proposed layout plan has also been assessed and it has been shown that the proposed access routes and internal car movements are acceptable for the size of development proposed.

6.19 The Statement concludes that:

Based on the positive findings of this report it is considered that there are no traffic or transportation reasons to prevent the granting of planning permission for the proposed development.

Sustainability

6.20 In line with the sustainable development principles outlined in the NPPF, the proposed development will bring economic, social and environmental benefits.

Economic

6.21 The development will boost the economy through purchases and job creation during the construction phase and occupants will contribute to increased Council Tax revenues. Residents will also help to support local businesses and services, boosting the local economy in accordance with policy SD2 and NPPF paragraph 80 which seek to promote economic growth and jobs creation.

Social

6.22 The houses will contribute towards meeting Sefton's housing need and will bring new residents into the area to support a vibrant community in a sustainable location close to amenities and public transport links.

6.23 Table 2 shows the distance between the site and key services and amenities, demonstrating the sustainability of the location.

Amenity/Service	Distance (miles)	Walk time (mins)	Cycle time (mins)	Drive time (mins)
Bus stop	0.1	1	-	-
Marks & Spencer	0.1	3	1	1
BP garage	0.1	3	1	1
One Stop convenience store	0.2	4	1	1
Cross House Inn	0.2	5	1	1
Redgate Primary School	0.3	4	2	1
Pharmacy	0.3	5	1	1
Everlast Fitness Club	0.3	6	2	1
Formby Day Nursery	0.4	7	2	1

Doctors' surgery	0.5	10	3	2
Post Office	0.6	11	3	3
Waitrose	0.6	11	3	1
Library	0.6	12	4	2
Raven Meols Community Centre	0.6	12	3	2
Train station	0.8	16	5	2
Tesco Superstore	0.9	18	5	3
Formby High School	1.2	22	6	4

Table 2 – Distance between site and key services/amenities

- 6.24 In addition to the amenities and services listed in Table 1, there are an abundance of further examples nearby, with many more shops, schools, community facilities and recreation spaces, amongst other things in the area, as the site is located just 0.4 miles (10 minute walk) from the town centre and high street.
- 6.25 The proximity of the site to such a wide variety of amenities ensures the development is compliant with policy EQ3, which directs development towards such areas, and policy SD2 which seeks to facilitate healthy lifestyles, as residents will likely be able to walk to meet their everyday needs. Residents will be able to enjoy having all these amenities conveniently located close to home, and their use of them will help to maintain 'strong, vibrant and healthy communities', in line with the social objective of sustainable development.

Environmental

- 6.26 This proposal makes efficient use of urban land within a Primarily Residential Area, in line with NPPF paragraphs 117 and 118 and sustainable development principles that seek to limit urban sprawl. Therefore, the proposal will contribute to protecting the natural environment as it will reduce development pressure on the countryside.
- 6.27 The site location close to amenities and public transport links also promotes environmental sustainability, as residents will be able to use active and public modes of transport to access amenities and employment rather than the private car. Bus stops on Liverpool Road offer services to Liverpool and Preston, with nearby Formby train station providing easy access to Liverpool city centre, connecting services to Birkenhead and Chester, and direct services north to Southport. Such locational principles are in line with environmental sustainability objectives relating to reducing carbon emissions and Section 9 of the NPPF which directs development towards areas well-served by public transport.
- 6.28 The site is also located within Flood Zone 1, where the risk of flooding is lowest, in line with the requirements of policy EQ8 which seeks to direct development towards such areas.

Trees

6.29 The matter of trees is covered in the Sefton Local Plan Policy EQ9 (Trees and landscaping) which states:

Development proposals must:

- a. Not result in unacceptable loss of, or damage to, existing trees or woodlands or significant landscaping during or as a result of development,
- b. Replace any trees lost as a result of the development at a ratio of 1:1 within the site,
- c. Where appropriate, include an appropriate landscape scheme, showing all hard and soft landscaping arrangements.

6.30 A tree survey has not been undertaken as part of the application as the site is vacant of vegetation and trees.

6.31 A Hard and Soft Landscaping Plan has been prepared (see figure 15) which outlines the additional planting on site with new trees on the boundaries and at the front of the site providing soft screening of the development along with additional hedgerows to provide improved ecological connections to surrounding areas.

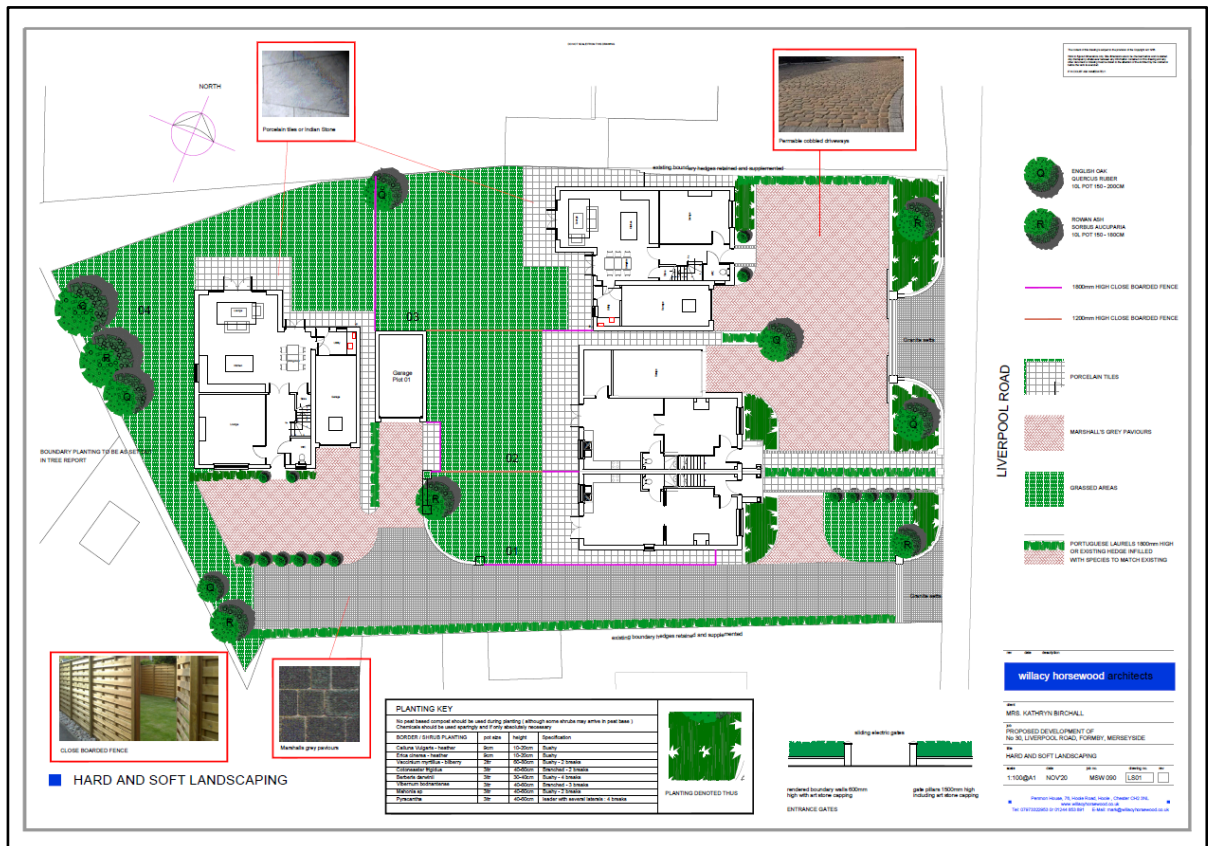


Figure 15 – Hard and Soft Landscaping Plan

Other material considerations – housing undersupply

- 6.32 The Council’s latest Strategic Housing Land Availability Assessment (SHLAA), dated February 2020, confirms that the borough experienced significant undersupply of housing between 2012 and 2019, amounting to a total undersupply of 1,235 dwellings, largely arising from major demolition programmes. Although the Council can currently demonstrate the requisite 5-year supply of housing land, it is vital that the significant numbers of homes demolished are replaced if housing need across the borough is to be met. To overcome this deficit whilst simultaneously delivering current annual requirements, housing delivery will need to be substantially higher than the 694 dwellings per annum target stated in the Local Plan.
- 6.33 Due to repeatedly failing to meet housing need identified by the Housing Delivery Test (HDT) in the years 2015 to 2018, Sefton Council were required to produce a Housing Delivery Action Plan, which detailed the causes of the failures and the remediating actions required. Table 2 compares housing delivery in Sefton between 2015 and 2018 against the requirements of the HDT.

Number of homes required			Total number of homes required	Number of homes delivered			Total number of homes delivered	Housing deliver test 2018 measurement
2015-16	2016-17	2017-18		2015-16	2016-17	2017-18		
501	501	563	1,564	-181	644	532	995	64%

Table 3 – Comparison of actual housing delivery against Housing Delivery Test identified need

- 6.34 Evidently, only 64% of the identified housing need was delivered, which is far below the 95% threshold and this triggered the need for an Action Plan. The Action Plan identified the following reasons for under-delivery:
- Lack of sites – prior to adoption of the Local Plan, insufficient urban land was available for housing and few alternative housing sites were able to come forward until the Council had reviewed suitable Green Belt sites for allocation in the Local Plan, and subsequently adopted the Plan.
 - Impact of Local Plan adoption – the final year of the HDT period was post Local Plan adoption. Some allocated sites now have planning permission, however inevitably some large sites will experience delays in delivery. Completions fell short of the figures stated in the Local Plan housing trajectory.

- Demolitions – as previously discussed, substantial numbers of demolitions occurred as part of planned regeneration programmes.

6.35 The Action Plan also identified the following barriers to delivery:

- Lack of large development sites – prior to the Inspector’s report and Local Plan adoption, housing development on potential Green Belt allocations was not being supported, therefore these sites were not available. In the HDT year post-adoption, allocated sites were generally at the pre-application or application stages and thus could not yet contribute to the housing land supply.
- Flood risk – much of the borough is within flood zones 2 and 3.
- Green Belt – most of the borough outside of urban areas is included within the Green Belt, which severely restricts development.
- Coastal protection – development is limited along much of Sefton’s coast due to environmental designations.
- Contaminated land – some urban land, mainly in South Sefton, is contaminated from past industrial uses, and remediation costs combined with low development values can make development unviable.

6.36 As a result of these housing delivery issues, the Action Plan confirms the following action points for bringing forward new development:

- Local Plan - the main action point identified is that the Council will continue to implement and monitor the Local Plan, as this is expected to be the main factor in boosting housing supply, with 47 allocated housing sites.
- Continued dialogue with landowners/developers – continued dialogue with owners of allocated sites to assess when development will come forward and identify/address issues.
- Pre-application process – improvements to the Council’s pre-application service to assist with bringing applications forward, including hiring of a pre-application officer.
- S106 templates – commissioned solicitors to produce a template agreement for the Council’s legal team, intended to speed up the time taken between a resolution to approve and the signing of a S106 agreement.
- Review of standard conditions – reviewing regularly used conditions to produce basic proformas.
- Planning Obligations SPD – to speed up decision making, the Council are producing this SPD to bring Planning Obligations into one place and make these more transparent for developers and the public. The Scoping Report for this document was published in March 2020, with the deadline for comments being 17th April 2020.

- Planning Performance Agreements – to prioritise bringing forward larger allocations and sites. Money raised from these is being invested in experienced senior planners to manage such applications.
- Council sites – the Council has set up its own housing company to bring forward development on Council-owned sites.
- Identifying new sites – the Council acknowledges that small sites have always played an important role in Sefton’s housing supply and states it will be proactive in bringing forward small sites, as it recognises the speed with which smaller schemes can be delivered.

6.37 The Action Plan does not propose any significant measures beyond those described due to the large-scale demolitions now being complete.

6.38 The Action Plan acknowledges that there is a lack of urban housing land across Sefton, and therefore Green Belt sites will need to be delivered through the Local Plan to meet housing need. It is also supportive of utilising small urban sites that are not subject to contamination and viability constraints to continue to boost housing numbers. These considerations highlight the favourability of the application site for a small-scale housing development which will contribute towards meeting housing need in the sought-after area of Formby.

7. PRECEDENT CASES

7.1 This Section assesses Precedent Cases of similar type to the proposed development that have been approved in Formby.

7.2 *DC/2018/01874 - Outline planning application for the erection of a detached dwellinghouse to the rear of 71A Kirklake Road, Formby with some matters reserved, access applied for at this stage, (appearance, landscaping, layout and scale reserved for future consideration), including the partial demolition of the existing building and associated works - 71A Kirklake Road Formby Liverpool L37 2DA*

7.3 This application was approved on 21st December 2018, post adoption of the New Housing SPD which provides guidance for backland development.

7.4 The proposal was for one detached dwelling on garden land to the rear of an existing property within the Primarily Residential Area of Formby, as per the site plan in Figure 16.

7.5 As is the case at the application site, this plot was much larger than surrounding plots and benefited from an existing access point with a footway crossing. The main consideration in the determination of the application was the impact of the development on the character of the area.

7.6 The Officer considered in their report (See appendix 2) that 'it is unlikely that the property will be readily visible from Kirklake Road due to being set far back beyond the existing dwelling. The contribution this building will have on the character of the area, when viewed from public vantage points on Kirklake Road, is therefore negligible and would not cause harm'. They went on to say that 'the property could, as is the case for those behind Nos 73 and 75, be visible from Bushby's Park but this is not in and of itself harmful particularly as properties to Bushby's Lane to the south of Bushby's Park can also be viewed from this highway and so the property would sit comfortably within this established arrangement'. The Officer also comments that the retention of existing trees will also lessen the visibility of the new dwelling, and views of the property through or between these trees would not be of an extent to detract from the character of the area. The proposal was also deemed not to harm the living conditions of any neighbouring residents through overlooking, overshadowing or noise due to adequate separation distances being achieved, and the size of the existing dwelling's remaining garden was in excess of the Council's minimum requirement.



Figure 16 – Approved site plan

- 7.7 It is notable that this approved scheme is behind the building line on what is classed as a linear street and was still considered acceptable in line with the backland development SPD. The proposed building is located no more than 3m from the neighbouring garden of plot 71 which was considered acceptable and would not impact on the amenity of the neighbouring house.
- 7.8 Consistency in Decision Making is encouraged and therefore this precedent case should be a material consideration in the determination of the proposed planning application.

8. CONCLUSION

- 8.1 This Planning Statement has been prepared by Pegasus Group on behalf of Kathryn Kenny in support of a full planning application for the demolition of the existing dwelling and the erection of 4 no. dwellings on land at 30 Liverpool Road, Formby.
- 8.2 The scheme will comprise 2 no. detached dwellings and 2 no. semi-detached townhouses.
- 8.3 The principle of residential development on the site is considered acceptable by Sefton Council as the site is located within a Primarily Residential Area, which is the preferred location for new residential development. The application site is within the residential curtilage of an existing property and is therefore already in residential use.
- 8.4 The application site is located within walking distance of a wide variety of amenities and services, with Formby town centre and high street less than a ten-minute walk away. There are also various public transport links close to the site, with bus stops located on Liverpool Road and Formby train station a short walk away. Residents will be able to meet their everyday needs without the need to travel, with other economic and employment centres easily accessible via public transport.
- 8.5 It has been demonstrated that the density to be achieved on site will be in keeping with the character and pattern of development in the area. Plot sizes and densities vary in the immediate area, however those proposed on site are in keeping with the ranges found in the vicinity.
- 8.6 The provision of 4 dwellings on the site does not create a density which is out of context with the surrounding residential land parcels. As outlined in figure 13, there are a range of plot sizes and development densities which create a juxtaposed feel in the surrounding area. Appropriate landscaping has been provided to sensitively establish the development with its surroundings. The development provides a sensitive frontage on to Liverpool Road with a detached and two semi-detached properties which have a frontage very similar to the surrounding dwellings fronting Liverpool Road. The design has taken characteristics from the previous dwelling on site as well as those in the surrounding area to allow the development to be incorporated seamlessly into the existing street scene.
- 8.7 The proposal also accords with all the requirements for backland development set out in the *New Housing Supplementary Planning Document*. Adequate separation distances can be achieved on site and each dwelling will have ample private garden space of at least 60m². The scheme will not prevent development of the wider area, the form and layout is in keeping with surrounding residential development, residential amenity of existing and future occupiers will not be harmed, the dwellings will not be higher than the frontage properties, and safe access can be provided to all properties.
- 8.8 This statement has demonstrated that the proposed scheme offers a suitable development for the site, which will provide much-needed homes in a desirable and sustainable location. The

development will bring economic, social and environmental benefits in line with sustainable development principles, which lay at the heart of the planning system.

- 8.9 Overall, the development presents an opportunity to bring forward a sustainable development that makes more efficient use of urban land, in line with sustainability policies, that will contribute towards meeting housing requirements in Sefton. Therefore, in accordance with paragraph 47 of the NPPF, this application should be approved without delay.

9. APPENDICES

- 9.1 Appendix 1 – Notice of grant for planning permission (ref. 8/2/4151) for 3 residential dwellings in January 1970.
- 9.2 Appendix 2 – Officers’ Report for approved application ref. DC/2018/01874 for a single backland dwelling.