

Proposed Residential Development Land at Green Lane, Maghull, Sefton

Frequently Asked Questions – Pre-Application Public Consultation

1. What is the purpose of this consultation?

Hourigan Planning (Chartered Town Planners) is preparing an outline planning application on behalf of Anwyl Land Limited for a proposed residential development together with vehicular access, public open space and associated works and infrastructure.

Following pre-application engagement with Senior Officers of Sefton Council we have been instructed to notify neighbouring homes and businesses, and other interested parties such as Ward Councillors and Maghull Town Council that a planning application is now being prepared.

We are now seeking feedback from the local community on the draft proposals.

Feedback received from this current consultation will inform the preparation of the scheme before it is finalised and an outline planning application is submitted to Sefton Council.

2. When will you be submitting the planning application?

We plan to submit the planning application to the Council later in the Summer following the closure of the consultation period and once we have had a chance to properly consider all comments received.

Whilst discussions have been held to date with Senior Officers of the Council, an Environmental Impact Screening Opinion request will also be submitted to the Council in due course to determine whether an Environmental Impact Assessment (under the terms of the Environmental Impact Assessment Regulations) is required in addition to the usual comprehensive suite of documents that would support an outline planning application of this nature. It should be noted that this process is not a planning application but it is part of the regulatory regime for proposals in excess of 150 dwellings. An opportunity to comment on the formal planning application will be afforded to interested parties by the Council once the planning application has been formally submitted.

3. What is the proposed scheme?

We are proposing to submit an outline planning application with all matters reserved save for means of access. This means that we are seeking only to formally establish the principle of residential development and the details of how the site would be accessed. Matters that will be reserved are:

- **Appearance** - aspects of a building or place which affect the way it looks, including the exterior of the development.
- **Landscaping** - the improvement or protection of the amenities of the site and the surrounding area, this could include planting trees or hedges as a screen.
- **Layout** - includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development.

- **Scale** - information on the size of the development, including the height, width and length of each proposed building.

Outline permissions cannot be implemented until a subsequent reserved matters application(s) has been submitted and approved by the Council. Notwithstanding the outline nature of the scheme, a Constraints and Opportunities Plan has been prepared which has informed the production of a Development Framework Plan which articulates how the site could be developed. Key elements of the Development Framework Plan are discussed further below on a topic basis:

The Number of Dwellings & Density

The development area extends to 12.95 hectares. However, only 6.9 hectares is shown in the Development Framework for residential development (the net developable area). The remaining 6.05 hectares would be given over to open space, surface water management, biodiversity enhancements and the highways improvements mentioned below.

We envisage that the net developable area would be built at circa 37.5 dwellings per hectare which would yield circa 258 new homes. It is envisaged that the development would predominantly comprise two-storey homes although consideration will also be given to some bungalow provision if there is a strong market demand.

Affordable Homes

The current requirement under the Local Plan Policy HC1 is for the scheme to deliver 30% (77 dwellings) of dwellings as affordable homes. However as the site is being promoted as a Grey Belt site and in order to meet the Golden Rules governing such development the applicant is required to deliver affordable housing 15 percentage points higher than the prevailing rate. Accordingly this is a scheme that is proposing that 45% of dwellings (116 homes) as affordable (39 more affordable than the existing Local Plan policy requires). In line with advice provided by Senior Officers of the Council during pre-application discussions the tenure split for the affordable homes would be as follows:

- 24% affordable or social rent.
- 6% affordable home ownership homes.
- 15% any affordable housing tenure.

Open Market Homes

55% (142 dwellings) of the dwellings would be for sale on the open market. In line with Local Plan Policy HC2 and advice provided by Senior Officers of the Council:

- A minimum of 25% (36 homes) of market dwellings would be 1 or 2 bedroom properties.
- A minimum of 40% (57 homes) of market dwellings would be 3 bedroom properties.
- The remainder open market dwellings (35% - 50 homes) would be 4+ bedroom properties.
- A minimum of 20% of market dwellings would be designed to meet Building Regulation Requirement M4(2) for accessible and adaptable dwellings.

Access, Highways & Encouraging Sustainable Forms of Transport

The proposed access arrangements and local highways improvements are summarised below:

- The primary access will be from West Meade. This access will be available to vehicles, cyclists and pedestrians. The footway will be extended along the south side of West Meade and dropped kerbs will be provided to allow access to the existing parking area on West Meade.
- Our original proposals were for an emergency vehicles access only on to Green Lane (South) with pedestrian provision tied into the existing footpath running eastwards towards the roundabout to the north of Green Lane (South). This would have prevented vehicles using Green Lane to access the development. However, Highways Officers of the Council have requested a secondary vehicle access from Green Lane (South). In response we therefore propose to install a new junction here to serve the development supplemented with give way signage and road markings for traffic heading east and priority over oncoming traffic signage and road markings for traffic heading west. This signage will be positioned to the east of the new junction shown indicatively in the draft Development Framework.
- To meet the requests of the Council's Highways Officers the existing footway on the northern side of Green Lane (South) will need to be increased in width compared to the existing arrangements. We propose to connect a new footway at the new secondary access on Green Lane (South) to the new footway that runs along the northern side of Green Lane (South) using land wholly within the adopted highway.
- To meet the requirements of the Council's Highways Officers the road width of Green Lane (South) from the new junction for the development to the roundabout junction to the east will be increased to 5.5 metres in width to meet current standards. This will be achieved using land within the adopted highway.
- The current 20 mph speed limit will be retained along Green Lane (South).
- These amendments along Green Lane South will help promote walking to and from the site.
- To meet the requirements of the Council's Highways Officers the hedgerow (within the adopted highway) along the northern section of Green Lane (South) will need to be removed to facilitate the above improvements but we will ensure that its loss is more than compensated for with new native hedgerows planting within the public realm of the proposed development.
- It has been observed on numerous site visits that Green Lane is a popular circular walking route. However, only part of the southern section of Green Lane has a pavement where it is subject to a 20mph speed limit. From the south west corner of Green Lane around the remainder of the site the national speed limit applies and there is no pavement. The proposals therefore provide for a circular path within the periphery of the site to encourage pedestrians away from the highway thereby improving highway safety for existing and future road users.

A Transport Assessment will be submitted with the outline planning application which will set out the proposed access arrangements in detail as well as looking at capacity and safety issues.

Furthermore the promotion of sustainable travel principles such as walking, cycling and public transport use will be embodied in a Framework Travel Plan that will be submitted with the outline planning application.

Notably all new homes will be provided with electric vehicle charging thereby promoting low and no carbon vehicles.

Trees, Woodland, Hedgerows & Biodiversity

Existing trees and hedgerows are to be retained and protected where possible and these would be enhanced with significant areas of new planting (to reflect Mersey Forest priorities) to more than compensate for any losses.

The land is primarily in intensive arable agricultural use. Overall, the proposals would seek to deliver at least 10% net gain for biodiversity (otherwise known as 'BNG'), and this will be illustrated in documentation submitted with the outline planning application.

The design of any biodiversity interventions, landscaping and planting will aim to contribute to the Liverpool City Region Nature Recovery Strategy objectives for this area which are focused upon the provision of wetlands, watercourses and grasslands.

Informal Open Space and Play Areas, Planting & Landscaping

A substantial area of open space extending to 6.05 hectares is provided in the western part of the site, which provides an undeveloped buffer between the residential development and the countryside beyond it. This will provide an area of open space for recreational use for the benefit of new and existing residents as well as areas for biodiversity improvements and surface water management. Additionally this area provides an undeveloped buffer to undesignated heritage assets at Maukin Farm and Peel Farm to the west.

An undeveloped buffer will also be provided along the eastern boundary with Maghull Green Park St James Church and the Church Hall, St John Bosco Catholic Primary School, Green Park Primary School and dwellings on West Meade and Stangate. New planting will be installed along the eastern boundary to supplement the existing planting.

A Locally Equipped Area of Play (LEAP) and a separate Local Area of Play (LAP) will also be provided, overlooked by new homes for safety. These facilities are shown in the draft Development Framework Plan.

Flood Risk

Those parts of the site proposed for residential development are within Flood Zone 1 which comprises land with the lowest risk of flooding from rivers and the sea.

In terms of surface water management, the existing geology may allow for some infiltration (soakaways); if that is not feasible for either the whole of part of the development the proposals will deliver a Sustainable Urban Drainage Scheme in the north of the site with swales attenuating surface water run-off from the development to appropriate rates (as will be agreed with statutory consultees).

The proposals will ensure that flood risk is not increased elsewhere as a result of the development.

4. How have you come up with the scheme?

Whilst the proposals will seek outline planning permission, the Development Framework Plan shows how the site could be developed in line with the following principles:

- A landscape-led approach which seeks to retain and protect trees and hedgerows wherever possible and introduce significant new planting.
- Providing for effective transition from the built environment to the countryside through significant new areas of planting and landscaping throughout the site and on its periphery. The proposals provide an opportunity to form a well-designed new settlement edge for Maghull.
- The layout of the scheme has been shaped by the site's influences and opportunities. Development blocks ensure that existing trees and hedges on site are retained wherever possible and will result in an outward looking development pattern.
- Ensuring that the development would blend with the surrounding residential areas within the Round Meade Character Area (as identified in the Maghull Neighbourhood Plan), respecting the character of landscape and existing trees and hedgerows.
- We are seeking to contribute to a mixed and balanced and community. Dwellings on the site could comprise of a mix of sizes between 1 and 5 beds.
- Measures to attenuate surface water run-off from the development will be deployed - these measures will be fully detailed in a Flood Risk Assessment and Drainage Strategy to be submitted in support of the scheme. The proposal will follow best practice in the Sustainable Urban Drainage Systems (SuDS) hierarchy but as per the Development Framework Plan we aim to utilise attenuation features which also have dual biodiversity benefits.

5. Why are you proposing this development?

The existence of “the most acute housing crisis in living memory”¹ in the UK is the catalyst for the Government’s reforms to the planning system, including the revised National Planning Policy Framework (the Framework), last updated on 7 February 2025.

The crisis affects all parts of the country and means that home ownership is not possible for many, rents are increased due to a shortage and there are people without access to a safe and secure home. The response to the housing crisis translates into policy with the Framework’s requirement to “significantly boost”² the supply of homes and ensure that the “needs of groups with specific housing requirements are addressed”. These are long-standing pillars of national planning policy, first introduced in the Framework 2012 as part of the then Coalition Government’s efforts to address a housing crisis which has only got more acute in the intervening years. Further to this, the Housing Secretary, Steve Reed³, issued a “call to arms” to

¹ Building the homes we need, Written Ministerial Statement made on 30 July 2024 (Angela Rayner MP, Deputy Prime Minister and Secretary of State for Housing, Communities and Local Government).

² The Framework, Paragraph 61.

³ [Housing Secretary issues 'call to arms' to 'build, baby, build' - GOV.UK](https://www.gov.uk/government/news/housing-secretary-issues-call-to-arms-to-build-baby-build)

key developers and housebuilders as part of the next phase of getting “Britain building faster” to “break down the barriers to development and build the 1.5 million homes this country needs as part of our Plan for Change”.

In Sefton there is a significant and substantial deficient housing land supply situation (the Council's Strategic Housing Land Availability Assessment and five-year supply report⁴ confirms the position to be 3.34 years against the minimum 5 year supply required by National Planning Policy), and so there is a demonstrable unmet need for open market and affordable housing in this area.

The site in question lies adjacent to the built-up area, it has access to a range of shops, schools, and services to meet day-to-day needs and is in a demonstrably sustainable location for future development.

Whilst the Applicant acknowledges that the site is in the Green Belt, it meets the definition of Grey Belt land, can meet the appropriate tests set out in national planning policy and the associated Golden Rules. Accordingly, it is not inappropriate development in the Green Belt for the purposes of decision-making⁵.

6. What are the economic benefits of the proposals?

The construction of the proposed development would contribute to generating full-time equivalent (FTE) jobs within the construction industry over the build period, which would be a benefit to the economy of the local area.

Moreover, the proposals would also generate additional expenditure within the local economy, supporting local shops, services and businesses in Maghull and further afield. This level of expenditure would in turn support jobs in the local areas as well as potentially creating additional public sector jobs (e.g. teachers, doctors etc.) as a direct consequence of the proposals and additional residents.

The development will deliver 45% affordable housing, helping to address affordable housing needs in the area by providing opportunities for lower income households to own their own home or to secure affordable accommodation.

New residents occupying the development would also generate demand for health, education and other services off the site (e.g. schools, hospitals, public administration), thus supporting further public sector employment. Where necessary financial contributions will be paid to mitigate the impact on social infrastructure.

Overall, it is evident that the application proposals are fully commensurate with the economic dimension of sustainable development and would represent a significant economic boost for the area.

⁴ See:

<https://modgov.sefton.gov.uk/documents/s132521/Strategic%20Housing%20land%20Availability%20Assessment%20and%20five-year%20supply%20report.pdf>

⁵ The Framework, Paragraph 155.

7. What are the social benefits of the proposals?

There is no doubt that the proposals would make a meaningful contribution to meeting housing need within the local area both in terms of both open market and affordable homes. Indeed, increasing the overall supply of housing improves affordability by redressing supply/demand issues and reduces prices overall thereby allowing more people access to the housing market and enhanced social mobility, which is a positive social benefit.

The proposals could also result in the creation of a high-quality living environment comprising a mix of dwellings and would support any future community's health, social and cultural well-being. It would also facilitate the creation of jobs within the local labour pool, both during construction and the operational phase.

The site is well located in relation to local services and has the potential to reduce reliance on the private motor vehicle and encouraging more sustainable forms of travel, particularly through improvements to Green Lane (South). For these reasons, it is considered that the proposals would also be socially sustainable.

Moreover, the proposals include for generous amounts of public open space and play space on land that is currently privately owned. The Development Framework demonstrates how the site could provide a publicly accessible network of recreational footpaths linking to the existing pedestrian network which would be a significant benefit to the health and wellbeing of people in the area. These social benefits would not materialise without the development proposed.

8. What are the environmental benefits of the scheme?

The proposed development presents an opportunity to improve and enhance the biodiversity credentials of the subject site with subsequent management. The proposals will also deliver at least a 10% net gain for biodiversity.

The outline planning application will be accompanied by a Tree Survey and Arboricultural Impact Assessment as well as Ecology Survey reports and a Biodiversity Net Gain Assessment.

Anwyl Land is committed to ensuring that any future residential development adopts a fabric first approach and utilises renewable sources of energy. The proposals could include air source heat pumps and solar panels, as well as other energy efficiency measures deemed appropriate, thereby allowing the proposals to exceed the requirements of existing Building Regulations. Each home would also be built with its own Electric Vehicle Charging Point (EVC) as well as secure cycle parking.

9. What about impacts on local infrastructure?

The provision of adequate leisure, health, education, community and cultural infrastructure is essential to the creation of sustainable communities. These facilities help to create social cohesion and encourage people to feel a sense of pride and belonging in their local areas. Many communities in the area are supported by town or village halls, community centres, post offices, public houses, libraries, allotments, sport and recreational facilities, places of worship, education facilities (including nurseries and youth clubs) and health and social care facilities. The provision of new dwellings can create an increase in demand for these facilities, and it is important to ensure that suitable provision is made for this growth in the community and the increased demand that will be placed on local community facilities.

Policy IN1 of the Council's Local Plan Strategy confirms that new development that generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is delivered. This can be in the form of financial contributions to services like education, primary care, bus services, and it can also be in the form of physical improvements, such as highways improvements.

When a planning application is submitted, the Council will seek responses from statutory bodies who will set out what site-specific mitigation might be required and why. Where such requests meet the CIL⁶ Regulations, site-specific mitigation may be the subject of a Section 106 Agreement. With this in mind, the community can therefore rest assured that this development will mitigate any impact it has on local infrastructure.

10. What about disruption to local people whilst the scheme is built?

The Council can control how the scheme is delivered by way of a planning condition imposed on any planning permission granted. This could for example regulate delivery and construction times so as to minimise (and potentially avoid) disturbance to local residents.

11. How can I get involved?

All of the consultation material can be found online at our website:

www.houriganplanning.com/consultations

There are a number of ways to comment on the draft proposals:

By email: hello@houriganplanning.com using "Land at Green Lane, Maghull Consultation" as the email subject line.

By Post: Land at Green Lane, Maghull Consultation, Hourigan Planning, 10th Floor Chancery Place, 50 Brown Street, Manchester, M2 2JG.

Consultation Period Closes: **Midnight 28 June 2026.**

Please note: Comments received will be summarised and addressed in a Statement of Community Involvement to be submitted with the planning application. No personal details will be published. The local community will also have a further opportunity to comment on the scheme once a formal planning application is lodged with the Council.

⁶ Community Infrastructure Levy.