

A Local Plan for Sefton

Adopted April 2017



- Employment
- Environment
- Homes
- Infrastructure
- Wellbeing

Local Plan for Sefton

April 2017

FOREWORD TO THE SEFTON LOCAL PLAN

Sefton is a diverse borough that contains towns and villages with distinct identities and communities. Sefton is also home to areas of open countryside and a coastal area that helps make Sefton an attractive location where people choose to live, work and visit. Whilst Sefton's varied character and landscape is its strength, it also provides challenges in planning for its future growth.

The Council has worked to address these during the preparation of the Sefton Local Plan. The key challenge we have faced is how we best meet our economic and social needs whilst protecting our natural and built environment, much of which is nationally and internationally protected and is highly valued by residents and visitors.

The Local Plan sets out how we will meet our future housing and employment needs to 2030. Sites have been identified through a thorough and rigorous process, with an emphasis on identifying sites within the urban area as far as possible. We have also sought to meet needs as close as possible to where they arise, taking account of the many constraints that affect where development can take place. This approach was endorsed by the Inspector who examined the Local Plan.

Some of the decisions we have had to make have not been easy and getting to this stage has been long and sometimes contentious. However, the Council believes the Local Plan for Sefton provides a framework for the Borough to grow in a positive and balanced way so that everyone will have the opportunity to live a successful, active and valued life.

I would like to thank the many thousands of residents who have taken time to make comments at various stage of the Local Plan process, Community Groups, Council officers, Organisations, fellow Councillors and others who have been involved in preparing the Local Plan.



Councillor Daren Veidman, Cabinet Member: Planning and Building Control.

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CHAPTER ONE INTRODUCTION AND DUTY TO CO-OPERATE

- 1.1 The Sefton Local Plan will help us to shape Sefton over the next 15 years – our towns and villages, coast and countryside, homes, jobs, services and leisure opportunities. It provides a positive approach to planning for Sefton which combines the desire to be aspirational with a challenging national economic context.
- 1.2 The Local Plan sets out:
- How development will be provided in order to meet the needs of Sefton’s communities
 - The policy framework for making decisions on planning applications
 - The strategic policy framework for Neighbourhood Plans, and
 - Priorities for investment in employment, housing and infrastructure, including site allocations.
- 1.3 The Local Plan has a start date of 2012 as this is the date of the latest population projections which must be taken into account in preparing the Plan.

KEY INFLUENCES ON THE LOCAL PLAN

- 1.4 The key elements which have influenced the shape of the Local Plan are:

The National Planning Policy Framework (‘the NPPF’), especially its emphasis on:

- The need to boost significantly the supply of housing
- Facilitating sustainable development. The NPPF notes that “Sustainable development is about positive growth – making economic, environmental and social progress” (Ministerial Foreword), and has at its heart “a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking” (paragraph 14).

Sefton’s role within the sub-region:

- With the abolition of the Regional Spatial Strategy in May 2013, the main regional/ sub-regional influences on the Plan are Sefton’s role within the Liverpool City Region.
- The ‘Combined Authority’ has added a formal dimension to working in partnership and provides a strategic framework to bid for government funding for City Region-wide priorities.
- The Local Enterprise Partnership identifies ‘transformational actions’ which reflect the key economic aspirations for the City Region.
- ‘Nature Connected’ (the Local Nature Partnership) is a partnership focusing on a City Region-wide approach to environmental matters.

Sefton’s role in these initiatives is covered later in this chapter: ‘Duty to Co-operate’.

Evidence:

- The Local Plan takes account of a range of evidence and studies that have been undertaken either by Sefton or in partnership with the Liverpool City Region authorities. Many of these documents can be viewed online at www.sefton.gov.uk/planningstudies.
- The Local Plan is supported by a Sustainability Appraisal Report (including a Strategic Environmental Assessment). The Report includes a detailed assessment of options considered and how each policy has been assessed against a range of social, economic and environmental criteria. The Local Plan also incorporates the findings of the Habitats Regulations Assessment which is required under the Conservation of Habitats and Species Regulations 2010 as amended.

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CHAPTER ONE - INTRODUCTION AND DUTY TO CO-OPERATE

Early consultation:

- There has been extensive consultation with a wide range of partners, organisations and the wider community
- The comments received have helped to shape the content of the Plan although these must be considered in the context of what the Government requires local authorities to do through the NPPF.

PREPARING A LOCAL PLAN FOR SEFTON

1.5 The Local Plan has been prepared over a number of years. The key stages are as follows:

- **Issues stage - 2009:**
 - consultation on a range of issues facing Sefton
 - the possible need to use Green Belt land to meet housing needs was not considered at that stage, as this was before the regional layer of Government was abolished – at that time it was expected the Green Belt would be reviewed at a sub-regional level before a Plan was prepared for Sefton
- **Options stage - 2011:**
 - three options consulted on – ‘urban containment’ / ‘meeting identified needs’ / ‘optimistic household growth’
- **Preferred Option stage – 2013:** based on the strategy of meeting identified needs
- **Publication Draft Plan – 2015:** this is closely based on meeting identified needs, adjusted to take account of the then latest (2012-based) population projections.
- **Submission stage – 2015:** this is closely based on meeting identified needs, taking account of the 2012-based population projections.
 - Submission of the draft Plan and related documents to the Planning Inspectorate for examination on behalf of the Secretary of State.
 - The draft Plan was submitted in August 2015. Hearings were held in November and December 2015 and January 2016 and the Inspector issued initial findings in February 2016.
 - Modifications to the submitted Local Plan were published in June 2016.
 - Further hearings took place in November 2016 and the Inspector’s note was published in January 2017.
 - The Inspector’s final report was received in March 2017.

WHAT DOES THE LOCAL PLAN CONTAIN?

1.6 The Local Plan includes both a document (the ‘Written Statement’) and a Policies Map. Together they make up the Local Plan.

1.7 Although the Local Plan contains policy IN3 ‘Waste’, more detailed guidance about the allocation of sites for waste disposal and detailed development management policies are contained in the joint Waste Local Plan, which has been adopted by the six Merseyside districts in 2013.

1.8 The Council is preparing a number of Supplementary Planning Documents (SPDs) to provide further detail and guidance on the policies and proposals in the development plan. Where SPDs are proposed, this is indicated in the explanation to the policy. They do not form part of the statutory Development Plan themselves. When adopted by the Council, they will be a material consideration in determining planning applications.

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CHAPTER ONE - INTRODUCTION AND DUTY TO CO-OPERATE

- 1.9 The first part of the Written Statement comprises the following:
- A profile of Sefton i.e. what kind of place Sefton is
 - Key issues and challenges Sefton faces
 - Vision and objectives for Sefton - what the Local Plan is trying to achieve and key priorities during the period of the Plan
 - The strategy of the Plan – this outlines some of the spatial challenges in Sefton, and how the development patterns are influenced by the borough’s settlement hierarchy but also by the numerous constraints in the borough.
- 1.10 The remainder of the written statement sets out the detailed policies that together will help the Council achieve the vision, objectives and strategy of the Plan.

Meeting Sefton’s Needs - Chapter 6

- identifies the number of homes and amount of employment land which the Local Plan must provide for and allocates sites.
- Defines the extent of the Green Belt.

Economic Development and Regeneration - Chapter 7

- sets out detailed policies on some of the priorities for economic growth in Sefton during the period of the Plan, such as the Port of Liverpool, town and local centres and, particularly in Southport, tourism.
- identifies the main focus for regeneration in Sefton during the plan period and the type of development the Borough would like to attract to its employment sites.

Housing and Communities - Chapter 8

- contains policies on affordable homes, homes for older people, housing mix, meeting the needs of travellers, and what type of development would be allowed in our residential areas.

Infrastructure - Chapter 9

- explains the Council’s approach to developer contributions in support of infrastructure, priorities for transport, and how proposals for waste will be treated.

A Quality, Healthy Environment - Chapter 10

- comprises a range of policies that seek to improve the places people live in. This includes access, design, pollution, energy efficiency, dealing with the risk from flooding and ensuring trees and open space are provided as part of development.

Natural and Heritage Assets - Chapter 11

- contains policies that seek to protect and enhance the range of assets that are in Sefton, both in terms of environmental assets, such as the Coast, nature sites, open spaces, minerals; but also its built assets, such as listed buildings, conservation areas and recreation facilities.

- 1.11 Finally, Chapter 12 outlines how the Plan will be implemented and monitored.

USING THE PLAN

Policies in Context

- 1.12 Decisions about a particular development will often require consideration of a number of the Plan's policies. Policies, therefore, should not be read in isolation, but in the context of the Plan as a whole. At the end of each policy is a section that refers the reader to the most relevant other key plan policies.

Glossary

- 1.13 Technical terms that are used a number of times throughout the Plan are defined in the glossary.

THE 'DUTY TO CO-OPERATE'

- 1.14 The duty to cooperate was introduced in the Localism Act 2011. It places a legal duty on local planning authorities to engage constructively and actively, and to address strategic cross-boundary matters in preparing Local Plans. Importantly the duty to co-operate is not a duty to agree but rather to engage in a meaningful and substantive way in respect of cross border issues.
- 1.15 Sefton has actively and constructively co-operated with all neighbouring districts and other organisations and partners such as the Local Enterprise Partnership and the Environment Agency throughout the preparation of the Local Plan. This has included co-operation on key strategic matters, the preparation of joint evidence and studies where appropriate, and regular sub-regional meetings. That co-operation has been long standing and is ongoing.
- 1.16 The key strategic matters that have been addressed in Local Plan preparation are set out below.
- 1.17 West Lancashire, Liverpool, Knowsley, and Wirral, as neighbouring authorities, have confirmed, through the 'Development Land Needs and Supply (the Overview Study) for the Liverpool City Region' (2010), that they do not require Sefton to meet any unmet housing or employment needs arising in their areas. In addition, when it became clear that Sefton would be unable to meet its own housing and employment needs without encroaching on Green Belt, the Council wrote to these districts to see if they could accommodate Sefton's needs in their area. All wrote back to advise that they would be unable to do so. It was on this basis that Sefton, Knowsley and West Lancashire embarked on a joint review of the Green Belt in their respective areas to identify the scope for accommodating housing and employment needs. No neighbouring district has objected to the proposed housing or employment land requirements in the Local Plan and the sites proposed for meeting them.
- 1.18 The Consequences Study (2012) assessed the social, economic and environmental impact of a number of options for Sefton's future development on both Sefton and its neighbouring authorities. During the course of this study it became clear that no adjoining authority would support Option One which restricted development to within Sefton's urban area as it would put more pressure on them to meet additional needs, over and above their own needs, for homes and employment land. Option Three, based on 'optimistic household growth', was the highest growth option. Only Liverpool City Council gave some qualified support to this option and this was only from an economic point of view. However, Liverpool considered any

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advantage was countered by potential loss of some of its population to Sefton. All adjoining authorities supported Option 2 which was based on Sefton meeting its needs.

- 1.19 In 2013, the Local Enterprise Partnership commissioned a study of the land implications arising from the expanded Port of Liverpool (under construction at the date of publication). This study found that in the short term (the first 5 years) there were sufficient high quality sites to accommodate the needs of the expanded port. However in the medium-to-long-term (i.e. 5-20 years), the study found a deficit of around 400 to 500 ha of land for high quality sites across the wider Liverpool City Region (LCR) relative to anticipated demand. Given respective Local Plan timescales, with some either adopted or at an advanced stage, it has not been possible for local authorities to act in tandem to identify sites to meet this need in the short term. A need for an immediate review of the Local Plan to address the needs generated by the expanded Port of Liverpool is considered at paragraphs 4.42 and 4.43. A commitment to undertaking the necessary sub-regional studies is currently being sought from the other Liverpool City Region local authorities, as required by the Duty to Cooperate document.
- 1.20 The Mersey Ports Master Plan identifies a number of 'areas of change' within or adjacent to the Port estate where land will be required to accommodate the expansion of the Port. One area at Regent Road/Derby Road which straddles the Sefton-Liverpool boundary is currently occupied by a significant number of small and medium sized businesses. If the land were acquired by the Port to facilitate expansion, then any businesses that were displaced would create additional demand for employment land elsewhere. In a report appended to the 2012 Employment Land & Premises Study, a total requirement of 13.16ha arising from this source was identified. Following discussions with Liverpool City Council, an 80-20 split of this requirement was formally agreed, leading to an apportionment of 2.63ha to Sefton's employment land requirement, with the balance of 10.53 ha to Liverpool.
- 1.21 In addition, Sefton adopted the Joint Waste Local Plan in 2013 which was jointly prepared with the other Liverpool City Region (LCR) authorities. It has also worked on a number of joint studies, including:
- The Merseyside and West Lancashire Traveller Accommodation Assessment 2014
 - Green Belt Study 2013 - prepared to a common methodology with Knowsley and West Lancashire
 - A joint Housing and Economic Development Evidence Base Overview Study 2011 (the 'Overview' Study) which included the LCR authorities plus Cheshire West and Chester authorities, and the former 4NW
 - Annual Strategic Housing Land Availability Assessments (SHLAAs) - prepared to a common methodology with Knowsley and West Lancashire
 - Employment Land and Premises Study (2010) jointly commissioned between Sefton, West Lancashire and Knowsley
- 1.22 Sefton also attends bi-monthly meetings with other LCR authorities to discuss sub-regional issues, and is a formal member of the LCR Combined Authority which was formally established on 1 April 2014. The Council has also worked closely with the Local Enterprise Partnership and other relevant bodies including the Environment Agency, Historic England, the Homes and Communities Agency, Merseytravel and others in preparing its Local Plan.

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CHAPTER ONE - INTRODUCTION AND DUTY TO CO-OPERATE

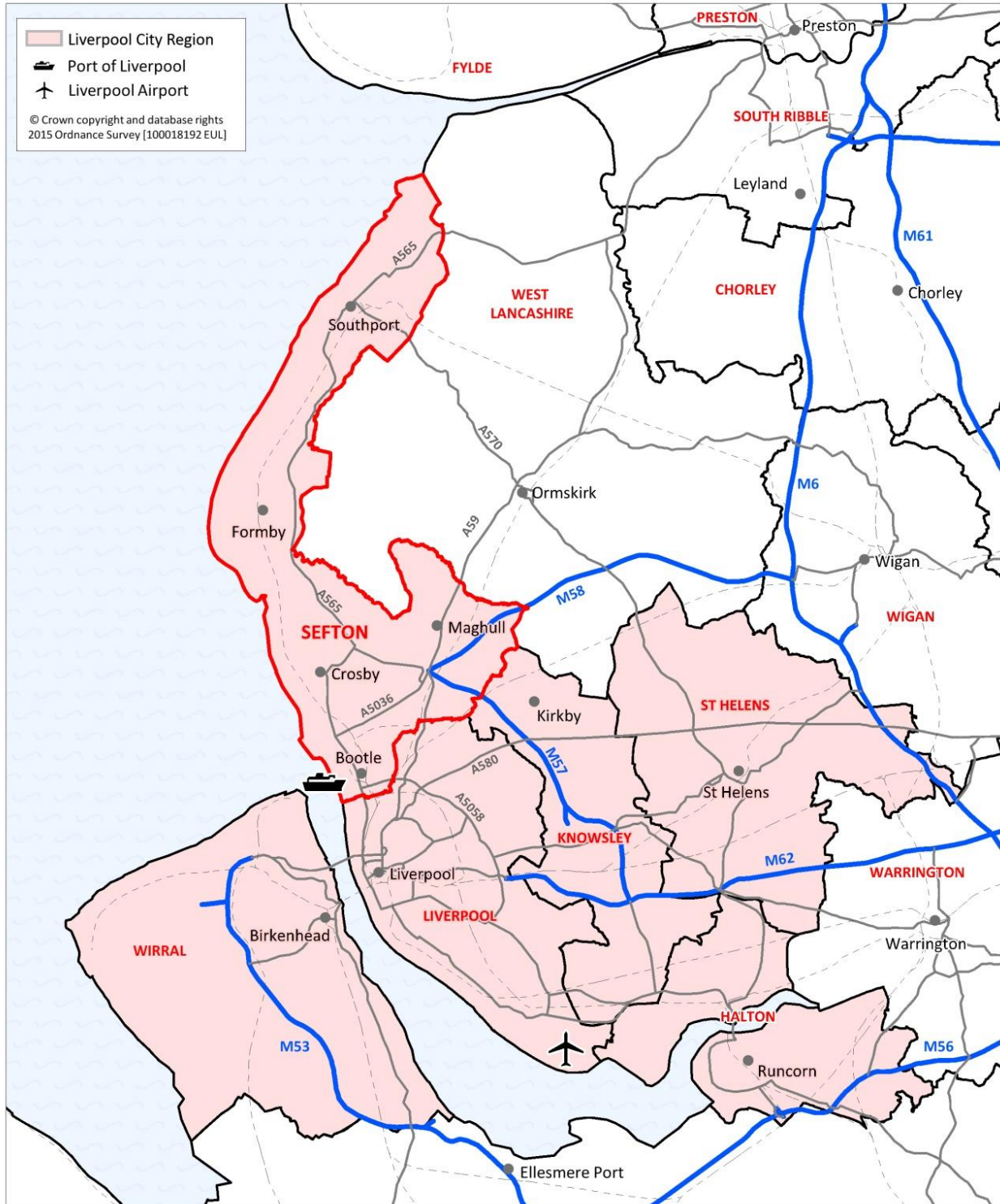
- 1.23 As well as working closely with Nature Connected, the Local Nature Partnership, Sefton has been a member of the Mersey Forest partnership for many years, and most recently contributed to the preparation of the Mersey Forest Plan 2014. The local authorities in the City Region, Natural England, and other partners also continue to work together on cross-boundary ecological issues, including the Ecological Network and to manage visitor pressure on the Sefton Coast.

SEFTON LOCAL PLAN
CHAPTER TWO - PROFILE OF SEFTON

CHAPTER TWO PROFILE OF SEFTON

2.1 Sefton is a coastal borough. It lies in the northern part of the Liverpool City Region with which it shares close economic, social, cultural and transport links. It also has important links to Preston and West Lancashire. Sefton adjoins the City of Liverpool to the south, the borough of Knowsley to the south-east, and the largely rural West Lancashire elsewhere.

Figure 2.1 Sefton in its sub-regional context



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- 2.2 Sefton's future is increasingly linked to the Liverpool City Region. In 2014, Sefton became a member of the Combined Authority comprising all six greater Merseyside boroughs to take an overall approach to economic development and regeneration, employment and skills, transport and strategic housing. The Combined Authority has received £230m funding from the Government's Local Growth Fund to support economic growth.
- 2.3 Sefton, with its five main settlement areas across its northern, central and southern areas, is a borough of contrasts. In the south, Bootle, Litherland, Seaforth and Netherton share the metropolitan character of Liverpool. The other main settlements are Crosby, Maghull, Hightown and Formby in the centre of the Borough and the Victorian resort of Southport in the north. These built-up areas comprise about half of the area of the Borough and are where 95% of Sefton's residents live. The population of Sefton has declined slowly from a peak of 300,100 in 1981. It is currently around 273,500 and for the first time in 30 years the decline has stabilised and this trend is now projected to reverse. The population is now projected to rise to about 280,000 by 2037.
- 2.4 The other half of Sefton is rural, including a number of villages, and is covered by the Merseyside Green Belt. This is tightly drawn around Sefton's towns and villages and has helped channel regeneration and development into the built-up areas, notably Bootle and Southport. This is now under pressure to be reviewed in order to meet the requirements of the Government's planning agenda supporting sustainable growth.
- 2.5 Sefton has a number of famous features that help make it distinctive. These include the resort of Southport, an outstanding natural coast, the home of the Grand National at Aintree, England's 'golf coast' including Royal Birkdale, and Antony Gormley's 'Another Place' sculptures on Crosby beach.

SENSITIVE ENVIRONMENT

- 2.6 Sefton has 22 miles of coast stretching the length of the borough and containing a number of internationally important nature sites and the most extensive dunes in England. The coast is an important part of the Borough's outstanding natural environment which helps to make Sefton distinctive and is valued by residents, businesses and visitors alike. Most of our coast has been designated a Special Area of Conservation (SAC) under the Conservation of Habitats and Species Regulations 2010 as amended. The Borough is home to six international sites, comprising one Special Area of Conservation (SAC), two Ramsar sites and three Special Protection Areas (which constitute the SAC); 10 national sites comprising four Sites of Special Scientific Interest, three National Nature Reserves and 3 Local Nature Reserves; 56 Local Wildlife Sites and 12 Local Geological Sites.
- 2.7 Other important green infrastructure in Sefton includes public open space, water bodies and trees, especially urban trees. Over £9m investment in Sefton has been secured through the former Unitary Development Plan's trees and greenspace policy, in order to mitigate the impact of development and improve local environments. Away from the coastal area, there are few areas of woodland, apart from recently planted community woodlands. There are more than 150 parks, playing fields and sports pitches and other public open spaces.
- 2.8 Sefton has a large amount of high quality agricultural land. Around 30% of Sefton's agricultural land is classified as grade 1, grade 2 and grade 3a ('best and most versatile' agricultural land), together forming less than 1% of England's best and most versatile agricultural land.

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- 2.9 The Leeds and Liverpool Canal passes through Lydiate, Maghull, Netherton and Bootle before continuing to Liverpool. It is already very well used for recreation by local communities. The Canal offers great potential to be used more intensively for tourism and ecology, subject to this being compatible with the location of much of the canal in Sefton's Green Belt.
- 2.10 Sefton also has a rich built heritage, with over 500 Listed Buildings, 25 Conservation Areas, five registered Parks and Gardens and 13 Scheduled Ancient Monuments. Listed Buildings range from country estates to fisherman's cottages. Though there is a concentration of heritage assets in some areas, such as Southport town centre and Little Crosby, they are distributed throughout Sefton and contribute to the value, attractiveness and distinctiveness of their local areas.
- 2.11 Much of Sefton is flat and low-lying, which makes it potentially vulnerable to flooding from a variety of sources. Over 40,000 properties are at risk of surface water flooding. This risk of flooding is likely to increase with climate change.
- 2.12 Bootle's industrial past has left large tracts of contaminated and derelict land in areas that have low land values. This legacy requires investment to remediate vacant sites, overcome constraints and make them suitable for new development. Significant investment and redevelopment has already taken place, particularly associated with the former Housing Market Renewal initiative and other former industrial sites.
- 2.13 Parts of Sefton have poor air quality which can contribute to respiratory problems. The Council has declared five air quality management areas, for which action plans are required to reduce resident exposure. The main concern is Nitrogen Dioxide and fine particulate emissions from road traffic.

HOMES & NEIGHBOURHOODS

- 2.14 Sefton comprises a largely self-contained housing market and most people who live in Sefton want to continue to live in Sefton. A Housing Search and Expectations Study from 2010 indicated that over eight out of ten people would choose to stay in Sefton if they moved house. Within this overall pattern, there is a north-south divide. There is a higher proportion of owner occupiers outside Bootle and Netherton, and house prices are generally higher in central and north Sefton than in the south of the Borough. Notwithstanding this, there is a need for more affordable housing across the whole Borough. The Strategic Housing Market Assessment 2014 considered this in more detail.
- 2.15 The number of vacant (i.e. empty) homes in Sefton is 5,570 (based on October 2015 Council tax data), 4.41% of the total stock (including second homes and the remaining proportion of homes set for demolition in the Housing Renewal areas). Of the total number of vacant homes, 3,155 are classed as long-term vacant, i.e. vacant for more than six months (2.5% of the total housing stock). These vacancies are concentrated in south Sefton and central Southport.
- 2.16 Whilst there is a mix of house types and tenures across most of Sefton, there is less choice in south Sefton where there are more terraced houses, and more homes owned by housing associations or private landlords.
- 2.17 The ONS mid-2014 Population Estimates identify that, when compared with both the North West Region and England, the Borough has a higher proportion of older persons. In 2014,

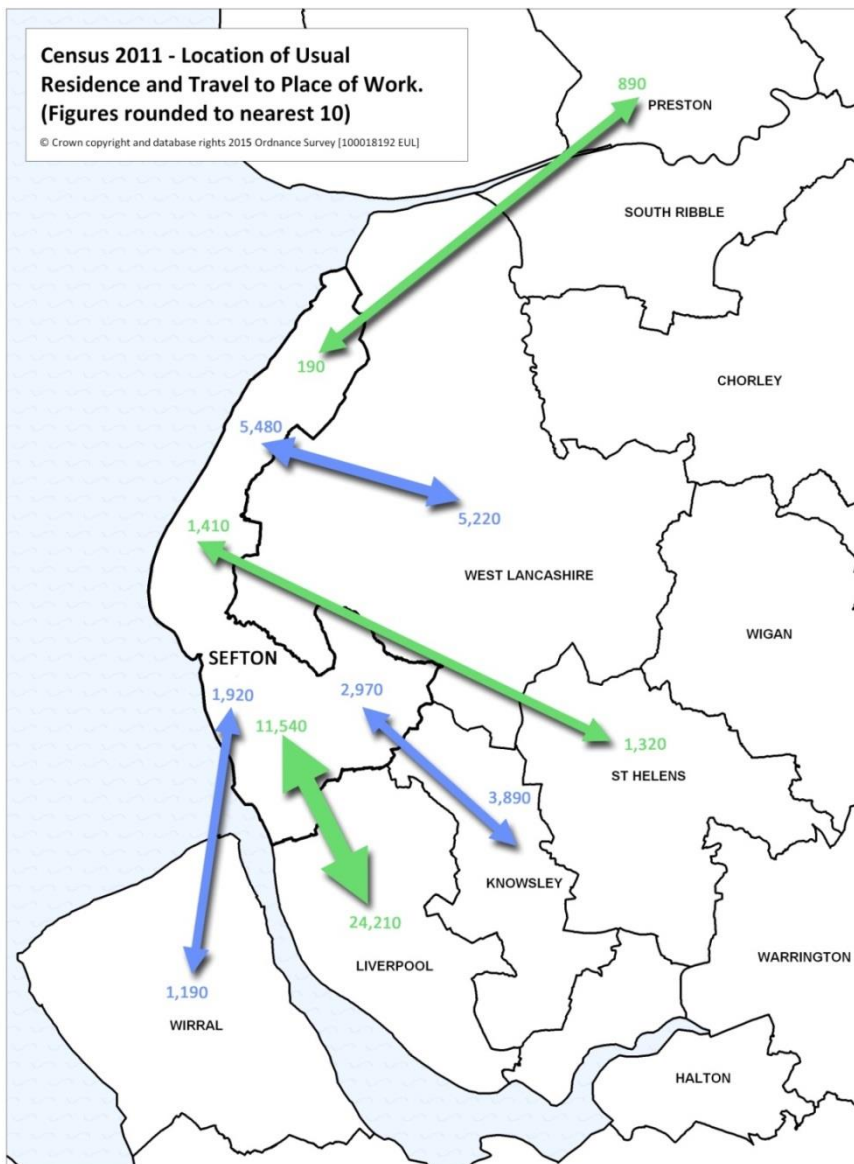
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CHAPTER TWO - PROFILE OF SEFTON**

35.6% of the population of Sefton was aged 55 or over compared with 29.6% in the North West region and 28.8% for the whole of England. Within Sefton there are also some notable differences with the Bootle/Netherton area having a relatively young population (28.5% aged 55 and over) and the rest of the Borough being generally older (38.2% aged 55 and over).

JOBS AND ECONOMY

2.18 Economically, Sefton is an integral part of the Liverpool City Region. Two out of every five of Sefton’s working population commute outside the Borough, many of these to Liverpool and elsewhere within the City Region. This is particularly the case for the towns in central Sefton – Crosby, Formby and Maghull. However, some 70% of working residents in Southport also work there, making it a relatively self-contained labour market.

Figure 2.2 Key commuter flows into and out of Sefton



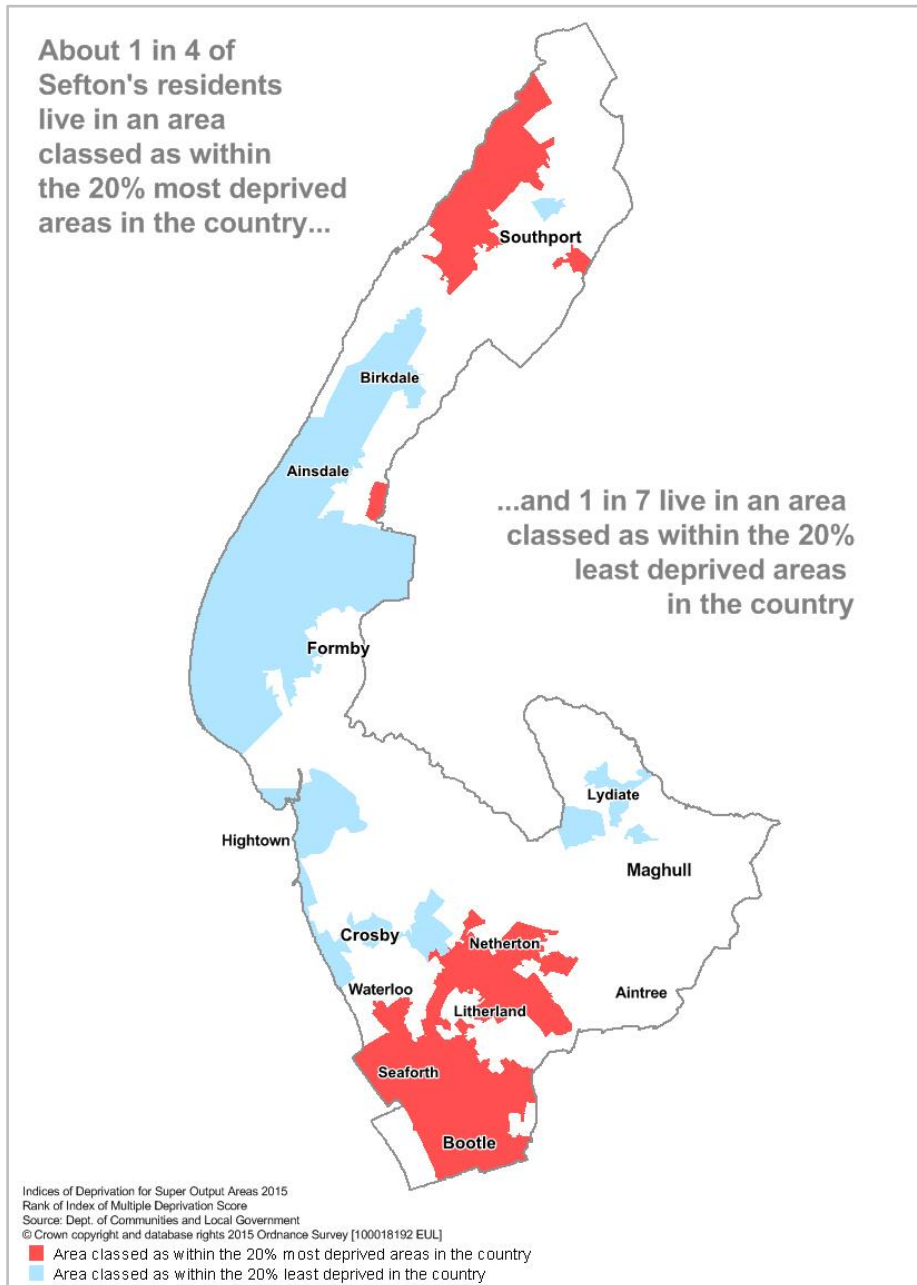
2.19 Sefton has an industrial heritage in the south of the Borough, but it now accounts for only about 7% of employment and is mainly low value-added, with a small dynamic sector in advanced technologies and products. There is a limited amount of employment land in north

**SEFTON LOCAL PLAN
CHAPTER TWO - PROFILE OF SEFTON**

Sefton. Sefton's employment land supply is, by some way, the smallest of any local authority area in the Liverpool City Region.

- 2.20 The proportion of working age population in Sefton who are unemployed has fallen significantly in the last year, from a peak of 10.5% (Annual Population Survey, Oct 12 – Sept 13) to just 4.2% (APS Oct 14 – Sept 15). The unemployment rate in Sefton remains lower than in the adjoining boroughs of Knowsley (7.5%) and Liverpool (10.3%) although there are parts of the borough, such as Bootle, where rates are above the national average and almost 1½ times the Sefton average.

Figure 2.3 Areas in Sefton classed as within the 20% most and 20% least deprived in England



SEFTON LOCAL PLAN
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- 2.21 After a period of recovery in 2014, the number of residents in employment has once again started to fall. In September 2015 there were 119,000 residents in employment, which as a proportion of the working age population is an activity rate of 72.5% (APS Oct 14 - Sept 15). This could reflect the recovery of the wider city region. The number of jobs actually located in Sefton fell slightly in 2014 to 89,400 and is not recovering to the levels reached before the economic downturn.
- 2.22 The number of public sector jobs has contracted by 28% since 2010, largely as a result of reductions in government funding. There has been an increase of 5% in the number of private sector jobs over the same period, 2010 – 2014 but this is not nearly strong enough to compensate for the loss of public sector jobs. Just under 1 in 4 people in Sefton are employed within the public sector (including the Department of Work and Pensions, HMRC, Health and Safety Executive, Sefton Council and NHS). Many of these jobs are based in the Bootle area which has a large amount of office space, some of which has been improved and has successfully concentrated civil service jobs in the City Region and North West. However, the imminent withdrawal of the HMRC from Bootle to an alternative location could see the loss of around 3,500 jobs from the area impacting on the local economy.
- 2.23 While Sefton compares well with other districts in the city region, fewer of our working age population have qualifications at NVQ levels 3 and 4 compared to the country as a whole. It is more difficult for those with lower levels of qualifications to gain employment, or better paid employment. There are also local variances in qualifications: 24.4% in Bootle and 25.3% in Southport, compared to 35.4% in Sefton Central (APS 2014). The extent and rate of unemployment, reflecting low levels of investment and growth over many years, multiple personal and family barriers to work, as well as skills' mismatch with emerging sectors, have been historically highest in the most disadvantaged parts of the south of the Borough.
- 2.24 Sefton's town and other centres perform an important economic role, both in terms of providing shops and services but also as locations for jobs. Southport and Bootle centres remain the main town centres in Sefton with smaller district centres at Waterloo, Crosby, Maghull and Formby also having an important retail function. However, the role of such centres nationally is evolving, due in part to national retailing and wider economic pressures and changing shopping habits, in particular the rapid growth of internet shopping.
- 2.25 Each of Sefton's centres face continued and potentially increasing competition from both new and existing developments outside the Borough and out of centre shopping within Sefton as well as internet shopping. As a result vacancy levels are relatively high. At May 2015, 15.0% of total floorspace in Southport town centre was vacant, and 15.6% of total floorspace in Bootle town centre (2015 Retail Strategy Review). Investment in Crosby and Maghull has stalled recently partly due to the recession. Some local centres have been particularly hard hit and present a major challenge for regeneration. Many local shopping parades also suffer from low demand and high vacancy rates.
- 2.26 The next few paragraphs outline four transformational actions which have been agreed by the Liverpool Enterprise Partnership for the Liverpool City Region.
- 2.27 The Port of Liverpool is critically important to the economy of the city region and provides a significant number of jobs for people in Sefton, either directly in the Port or in the associated maritime economy. The Port's ambitious plans for further expansion and investment along the Manchester Ship Canal (including the construction of the Seaforth River Terminal (Liverpool2)) will only reach their full potential with considerable modernisation of the city region road and

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rail infrastructure. The Chancellor's Autumn Statement 2014 confirmed that over £300 million will be invested in improving road links to the Port of Liverpool and Ellesmere Port. This poses a challenge as land supply is constrained and potentially available land is important for nature conservation.

- 2.28 In addition to the need for road improvements, there is also a need to promote multimodal access to the port. The more rail and water can be used to transport goods to and from the port, the more this can help relieve pressure on the road network, although it is acknowledged there will still be a major role for road transport depending on the destinations of the cargo being carried to and from the port. The Southern Zone of the Port of Liverpool (south of Alexandra Dock down to Sandon Dock) does not have rail access at the moment.
- 2.29 The Visitor Economy is integral to the economic and social prosperity of the city region, while also critical to Southport's long term economy. Over the last ten years, in excess of £200 million has been invested in the infrastructure of Southport's visitor economy. The visitor economy also supports over 4,000 full time equivalent jobs and creates demand for new and additional services that lead to the creation and growth of businesses.
- 2.30 Another city region priority is the low carbon economy. Working with Registered Social Landlords throughout the City Region, Sefton Council leads on an initiative called REECH (Renewables and Energy Efficiency in Community Housing). This is a European Regional Development Fund funded project aimed at improving energy efficiency in some of the most deprived communities in the city region.
- 2.31 This will provide a range of low carbon technologies in over 3,600 homes at a cost of £27million, as well as piloting a low carbon scheme with small businesses. Sefton is also a member of the Covenant of Mayors, a European movement where local authorities voluntarily commit to increasing energy efficiency and use of renewable energy and meet EU sustainable energy targets.
- 2.32 The 'knowledge economy' is the last of four transformational priorities for the city region. Sefton's participation in the Merseyside Superfast Broadband programme is a good example of Sefton's contribution to this priority.

MAKING CONNECTIONS – TRAVEL AND ACCESSIBILITY

- 2.33 Sefton has an extensive, well developed and well used transport network. Most of the urban areas are within easy reach of the bus network, which includes radial and circular routes from each of the 5 main settlement centres as well as linking routes. There are high frequency local rail services running from the north to the south of the borough – on the Southport to Liverpool line which runs through Formby, Crosby and Bootle; and the Ormskirk to Liverpool line which runs through Maghull, Aintree and southern Bootle. An increasing number of Sefton residents use the train to travel to work. Despite this, most people travel to work by car (56%), with public transport accounting for 16% of journeys (2011 Census).
- 2.34 However, people in some parts of Sefton find the bus network inadequate, particularly for east-west trips in the south of the borough, on the outer edges of the urban areas and in the rural areas. There are no east-west passenger rail links in Sefton. It can be difficult for many people to use public transport to get to health, leisure or other facilities, especially in the evenings and at weekends.

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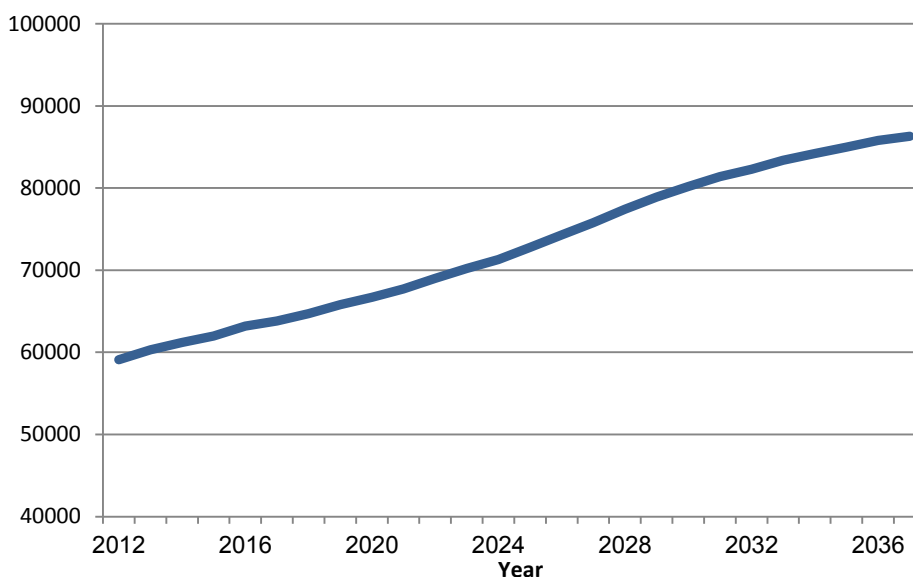
- 2.35 Our roads are under increasing pressure as traffic flows continue to rise. This leads to local congestion at peak times within the A565 corridor through Crosby/Waterloo, between Thornton and Switch Island, the Dunnings Bridge Road corridor (A5036) and, in the summer, on the roads leading into Southport. The traffic congestion in these areas can result in problems with noise and air quality. Brooms Cross Road (A5758) was completed in August 2015 with the objective of easing some of these problems.
- 2.36 The 2013/14 monitoring report (Modal choice into Merseyside Centres) of how people enter Merseyside's main towns during the morning rush hour shows that Bootle (73%) and Southport (79%) have the highest rate of car use for commuters travelling into the towns. The average is 54% and of commuters travelling to Liverpool City Centre just 37% choose to drive. In 2011 29% of people travelled to work by sustainable methods (walking, public transport and cycling), a decrease from 38% in 2001.
- 2.37 Some areas in Sefton are poorly served by essential infrastructure, services and facilities, such as public transport and broadband coverage. The Council is working with infrastructure and service providers so that any identified infrastructure issues are addressed, including through their Business Plans and through contributions from developers, linked to future development. The proposals for new infrastructure are set out in the Infrastructure Delivery Plan.
- 2.38 Although Southport has good transport links with other parts of Sefton, it is less well connected to areas outside the Borough. Congestion in and around Ormskirk means that Southport does not have a fast connection to the motorway network. Proposals for a road to bypass Ormskirk have been shelved by Lancashire County Council as the congestion is considered to be mainly local in nature. Sefton Council is investigating options for a major scheme to improve highway access to Southport from the east. The reinstatement of the Burscough Curves to enable easier rail access from Southport to Ormskirk and Preston has been included in the Liverpool City Region Long Term Rail Strategy but it is not an immediate priority of Lancashire County Council, and so remains a longer term ambition.
- 2.39 Under the Growth Fund initiative, the Local Enterprise Partnership and Central Government have agreed to invest in improvements to junction 1 of the M58, increasing capacity and access across the City Region, and also the development of a new station at Maghull North, improving local access to public transport services. The North Liverpool Key Corridor scheme, another growth fund scheme, will improve access between Liverpool and the south of the borough.

HEALTH AND WELLBEING

- 2.40 The Borough has an ageing population and the number of projected residents aged 65+ in 2015 is greater than those people in Sefton under 20. These trends are projected to continue over the next 25 years and by 2030 it is estimated that there will be over 80,000 Sefton residents aged 65 or more. Currently more than one in every five of Sefton's residents is over 65; this is predicted to be close to one in three by 2037 (ONS 2012 based sub national population projections for Sefton). This means Sefton has one of the oldest populations in the North West. This brings specific challenges for housing, health care and other services, and also for our available local workforce.

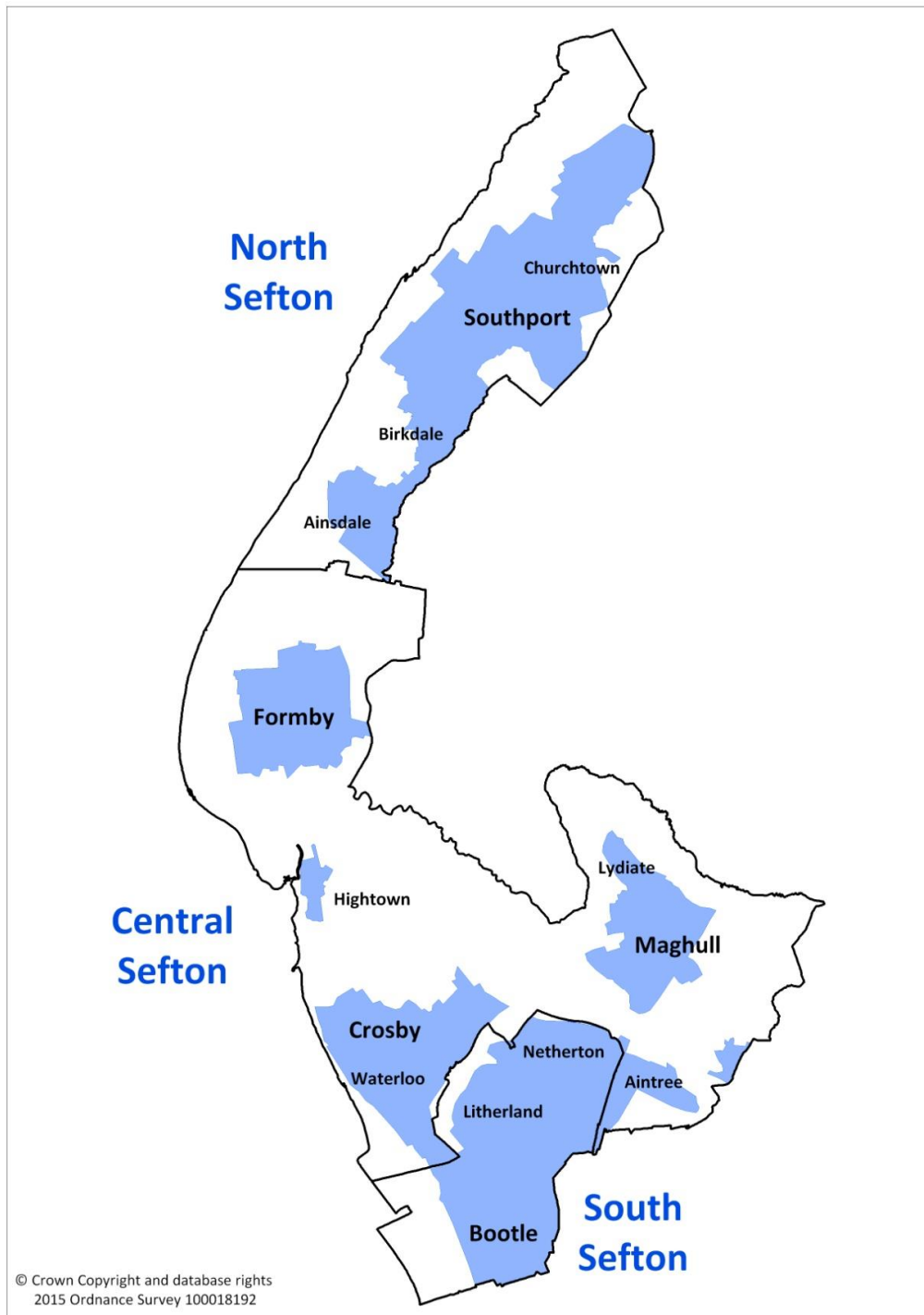
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Figure 2.4 Sefton's projected population aged 65+ [2012-36]



- 2.41 In 2015 Sefton was ranked as the 102nd most deprived borough nationally (from 325 English Local Authorities), though it is improving (it was the 78th most deprived in 2004, 83rd in 2007 and 92nd in 2010). However, this conceals a wide diversity within the Borough. Generally, the more affluent areas of Sefton are in the north, with the exception of small parts of Southport.
- 2.42 About 1 in 4 of Sefton's residents live in an area classed as within the 20% most deprived areas in the country and 1 in 10 live in an area classed as within the 20% least deprived areas in the country (see Figure 2.3). This diversity leads to some major inequalities across the Borough, for example there are major variations in health and life expectancy within a short distance.
- 2.43 Average life expectancy levels for both men and women across the Borough have improved over the past ten years. However this is still below the average life expectancy for England. Significantly, the rate of improvement has not been as great in the most disadvantaged parts of the Borough, particularly for women. People living in the poorest parts of Sefton die on average at younger ages than in the rest of the Borough. Men living within two miles of each other can have a difference in their life expectancy of more than eleven years. (Source: Sefton Strategic Needs Assessment 2012-2013).
- 2.44 Sefton is a safe place to live compared to England as a whole. However there are variations within Sefton. In 2014 the areas that had the highest recorded levels of crime were south Sefton and central Southport, with parts of Bootle (Linacre ward) having almost six times as much crime per person reported than parts of northern Southport (Meols ward).
- 2.45 Sefton Council now has greater responsibilities for public health. Strategic objectives for the Sefton Health and Well-being Strategy 2013-2018 (2014) include supporting older people and those with long term conditions and disabilities to remain independent and in their own homes, and seeking to address the wider social, environmental and economic issues that contribute to poor health and wellbeing.

Figure 2.5 Map of Sefton showing north, central and south areas.



SOUTH SEFTON - POPULATION 73,139 (mid-2012)

2.46 Until the Victorian era, Bootle was an area of scattered villages and hamlets with an 18th century canal running through it. The expansion and development of Liverpool's docks northwards in the 19th century led to the rapid development of the areas of Bootle, Litherland and Seaforth to house the new, largely Welsh and Irish workforce. As a result the area has a legacy of large numbers of high density Victorian and Edwardian terraced housing. The area continued to grow and change through the 20th century. This typically included major post-war redevelopments of housing and commercial areas and new lower density, mostly Council,

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housing built at the edges of the urban area such as at Netherton, much of which was built during the 1960s.

- 2.47 Most of the Port of Liverpool is situated in the south of the Borough, including the Seaforth container terminal and the Freeport. Sefton is therefore an important gateway for trade with Ireland, America and the Far East. The Port of Liverpool has ambitious plans for further expansion including the new Liverpool2 deep river berth for 'post-Panamax' vessels which opened in 2016. Parts of south Sefton and the adjoining area of north Liverpool are priorities for regeneration.
- 2.48 In recent years, much of south Sefton was designated as part of the Merseyside 'Housing Market Renewal Area'. The initiative has begun to change the housing quality, type and tenure available, mainly through demolition of low-demand homes and clearance of low grade or vacant industrial sites and rebuilding of new homes. Government funding for this initiative has come to an end.
- 2.49 South Sefton's ability to grow is constrained by the Port to the west, and the urban area where it adjoins Crosby and Aintree and the boundary with Liverpool elsewhere.

SOUTHPORT – POPULATION 90,554 (mid-2012)

- 2.50 Southport is the one of the North West's main coastal resorts - its Seafront and Lord Street shopping area are crucial to the economic success of the town. Southport has a traditional, quality image, borne out of its Victorian and Edwardian architectural and landscape grandeur. This heritage has led to Southport being described as a 'classic resort'. This, coupled with family attractions and recent growth in 'eco-tourism', has enabled it to endure changing holiday patterns. There has been significant investment in the town centre and Seafront in recent years, but both its leisure and retail areas continue to need to be revitalised.
- 2.51 Just over 37% of the population of Southport (including Birkdale and Ainsdale) is aged over 55 (a percentage which is expected to increase significantly). The town also has a relatively large migrant population, many of whom work in West Lancashire. Within Sefton, Southport has the greatest need for affordable housing, due in part to the high house prices and a restricted supply of affordable housing.
- 2.52 Southport comprises areas of both deprivation and relative wealth, with part of the central area containing some of the most deprived neighbourhoods in Sefton. By contrast, parts of Churchtown and southern Birkdale are some of the least deprived areas in Sefton and nationally.
- 2.53 Unlike the rest of Sefton, most people living in Southport work in the local area; although some commute to other areas. Parts of east Southport and Birkdale have workshops and other informal employment areas on small sites at the backs of the houses (known as 'backland' sites), some of which are now vacant or have been redeveloped for housing. Many of these provide valuable employment, but not all are ideally located. Over time some of these are being redeveloped for housing, and will make a small contribution towards meeting future housing need.
- 2.54 Southport's ability to grow is constrained by the coast to the west, the boundary with West Lancashire in the north and east and RAF Woodvale to the south.

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CENTRAL SEFTON - POPULATION 110,004 (mid-2012)

- 2.55 The central area of Sefton contains Crosby (including Waterloo, Blundellsands and Thornton) at the edge of the 'Greater-Liverpool' metropolitan area, suburban areas such as Aintree and Waddicar (more commonly referred to as Melling), and the free-standing towns of Maghull (including Lydiate) and Formby (including Little Altcar). These are distinctive settlements in their own right, and all function as commuter settlements for the Liverpool City Region.
- 2.56 The central area of Sefton also includes historic villages such as Sefton, Lunt, Ince Blundell and Little Crosby, and the larger village of Hightown.
- 2.57 Formby enjoys a high quality coastal environment with easy access to the coastal dunes and pinewoods, well known for their Natterjack toads and Red squirrels. A proportion of Formby residents commute well beyond the Liverpool City Region. There is a considerable need for affordable housing. Formby is one of Sefton's more wealthy areas and a prime location for executive housing for Sefton and Merseyside.
- 2.58 The popular residential district of Crosby has a mixture of large Regency, Victorian and Edwardian housing. The coast also helps define this part of the borough. The Crosby area has undergone considerable change during the latter part of the 20th Century.
- 2.59 Maghull (including Lydiate) is a large town in the east of Sefton. It has mainly grown throughout the second half of the 20th century.
- 2.60 There are few employment areas in central Sefton, with small industrial areas in Formby (Formby Industrial Estate) and Maghull (Sefton Lane), and retail and industrial areas in Aintree (adjacent to Ormskirk Road). There are smaller industrial pockets in Seaforth, Crosby and Formby, plus town centre and other employment opportunities (including in coastal leisure and tourism, and smaller-scale offices, especially in Crosby). Many former commercial and industrial sites have been redeveloped for housing.
- 2.61 Central Sefton has the largest rural area, and much agricultural land, including some agricultural land of the highest quality around Maghull. This rural area is in the Green Belt.
- 2.62 The smaller villages are varied in origins and architectural characteristics. Homer Green, Lunt and Carr Houses are agricultural settlements of mediaeval origins. Some buildings within them date to the 16th century and the landscapes around them contain evidence of ancient field systems. Little Crosby is believed to date back to at least the 9th century and has a strong 18th century character with stone cottages around the parkland of Crosby Hall Estate. Sefton Village is another historic settlement, with the spire of St Helen's church (Sefton's only Grade 1 Listed Building) dominating the surrounding flat landscape. Hightown by contrast is more modern, and has a large number of early 20th century buildings of the Arts and Crafts tradition giving it a strong identity.

SEFTON LOCAL PLAN
CHAPTER THREE - KEY ISSUES AND CHALLENGES, VISION AND OBJECTIVES

CHAPTER THREE KEY ISSUES AND CHALLENGES, VISION AND OBJECTIVES

KEY ISSUES AND CHALLENGES

Urban regeneration and priorities for investment

- 3.1 Urban regeneration has been a priority for Sefton for the past 30 years. The Merseyside Green Belt was drawn tightly around the urban area to encourage the revitalisation of the inner areas of the conurbation. Numerous regeneration initiatives have focused on Bootle and Southport, but the availability of external grant funding has tailed off considerably.
- 3.2 Bootle and Southport continue to be priorities for regeneration, but there are also new areas which need regeneration, especially our town centres. A key challenge will be to secure funding to assist the regeneration of these areas. This is likely to come through encouraging appropriate investment and supporting wider City Region initiatives.

The challenges of Sefton's changing age structure and population

- 3.3 The Government's latest (2012 based) population projections suggest limited population growth for Sefton between 2012 (273,697) and 2031 (278,873); an overall increase of around 5,200 or just under 2% over the plan period. The greatest projected growth will be in the over 65 age group, by around 22,200 or 37.6%, while the over 85 age group is projected to increase by around 6,900, or 87.0%, by 2031. Correspondingly, the number of adults of working age is due to fall by 17,207, or 11.4%. The projected growth in the number of very elderly people (i.e. over 85) is greater than the anticipated overall population increase in Sefton. The highest proportions of those over 65 will continue to live in Formby and especially Southport.
- 3.4 Whilst not all older people will need support or specialist accommodation, these changes are likely to result in the need for more health and social care/support and provision of specialist accommodation, including private and affordable housing. The 2014 Strategic Housing Market Assessment estimates that around 15% of new housing provision should be specifically for older people, with a particular need for additional 'extra care' provision. The ageing population also has implications for how the Council plans for other facilities and services for the elderly, and for the population as a whole. Fewer children or working people in an area could make it more difficult to sustain thriving local schools, while an older population may require other services and facilities, e.g. related to health and social services.

How can we meet Sefton's diverse needs for homes, as far as possible close to where they arise?

- 3.5 Sefton needs a variety of housing including family housing, affordable housing and specialist accommodation for the elderly. More recently, welfare reform has resulted in the increased need for one bedroom accommodation.
- 3.6 The lack of Central Government funding means that the main way of providing affordable housing for the foreseeable future is through a policy requiring a percentage of new dwellings to be affordable. This is not possible/ viable on smaller or many urban sites. For example, the last affordable house to be built in Formby was in 2002 where there has been little new development.
- 3.7 The greatest need for affordable housing – in overall numbers – is in Southport. The greatest opportunity to build affordable housing is on Green Belt sites.

SEFTON LOCAL PLAN
CHAPTER THREE - KEY ISSUES AND CHALLENGES, VISION AND OBJECTIVES

How can we increase enterprise, generate investment, develop employment opportunities, sustain business growth, and improve the access of local people to the labour market?

- 3.8 The public sector has traditionally been a key source of employment in Sefton and this has been declining in recent years. Sefton also has fewer businesses per 1,000 working age population than the national average. There are also significant inequalities in relation to skills and jobs within the Borough - Bootle and Netherton have a much lower level of qualifications and skills compared to Formby. These inequalities make it more difficult for people living in Bootle and Netherton to gain employment, especially well paid employment. Key challenges relate to the need to provide new jobs and to improve skill levels particularly in south Sefton so that there are more opportunities for Sefton residents to find employment. The Council operates a local labour policy to encourage developers to enter into an employment charter/code and employ local people.

How can we make sure that our town and local centres continue to perform a valuable role within their communities?

- 3.9 Traditional retailing and town centres face major challenges with competition from other centres, including out-of-town centres, and internet retailing. It is important to define a new role for our town and local centres which helps to regenerate them and enables them to continue to serve their local community. This will be a major challenge for the Local Plan.

How can the Port grow whilst making sure there is no unacceptable harm to amenity?

- 3.10 The growth of the Port is one of the major priorities for the economic growth of the sub-region and has the potential to create many new jobs. Expansion of the Port will require improved access during the lifetime of this Plan, and was identified as a priority in the Government's Autumn Statement in 2014. However growth inevitably means more traffic, disturbance and an adverse impact on air quality. The challenge is to make sure this growth is accommodated in a way that does not bring unacceptable harm to local people or the local environment, and also brings real benefits to Sefton's communities. However, Sefton Council has only limited control over development within the operational port, as port legislation means that much development in this area does not require planning permission.

How can we make sure that new development is built at the right time and accompanied by the necessary infrastructure?

- 3.11 It is important that sites proposed for housing and employment will be available at the right time and that all the relevant infrastructure can be provided. It is acknowledged that past development has not always had the right level of infrastructure. The Infrastructure Delivery Plan will highlight all necessary infrastructure together with costs, timescales and responsibilities for providing it. The Plan seeks to co-ordinate a variety of organisations to provide the necessary services and infrastructure to support the proposed level of development over the plan period.

How can we improve access to facilities, employment and services?

- 3.12 Sefton faces a number of challenges in relation to access e.g. for those in rural areas, and also poor transport links between the west and east of Sefton. Lack of evening and weekend public transport services can make it difficult for people to get to work or visit hospitals at unsocial hours – those who do not have access to a car are particularly disadvantaged. Working within the framework provided by the Merseyside Local Transport Plan, the challenge is for the planning process to help improve existing links, retain existing services where possible, and make sure that

SEFTON LOCAL PLAN
CHAPTER THREE - KEY ISSUES AND CHALLENGES, VISION AND OBJECTIVES

new employment and other services are easily accessible by a range of means of transport. The lack of access to high speed broadband is an issue in some rural parts of Sefton, such as Ince Blundell.

How can the Borough grow and develop while protecting and enhancing the high quality environment of Sefton?

- 3.13 All Local Plans are required to plan positively for sustainable development. The NPPF states this means meeting objectively assessed needs unless the adverse impact of doing so would significantly and demonstrably outweigh the benefits. There is insufficient land to meet Sefton's employment and housing needs within the built-up area for the 18 years of the Plan (to 2030). Some parts of the Borough are built-up right to the boundary. The undeveloped areas are designated as Green Belt and much of this is of international nature value - notably the Sefton Coast - or subject to flood risk, affected by a heritage designation or is high quality agricultural land. A major challenge for the Plan will be to meet the Borough's needs for new homes and employment and other development, while taking account of these constraints and protecting and enhancing Sefton's environmental assets.

How can we improve health and raise the quality of life within Sefton's most deprived households?

- 3.14 The Marmot Review ('Fair Society, Healthy Lives', 2010) notes that 'The more deprived the neighbourhood, the more likely it is to have social and environmental characteristics presenting risks to health'. Parts of Sefton are amongst the most deprived 20% of areas nationally, notably areas in Bootle and central Southport. It is recognised that the quality of people's living environment has a profound effect on their mental and physical health and wellbeing, and that health inequalities in Sefton are linked to the unequal impact of environmental influences on health and wellbeing. These 'wider environmental determinants of health' in Sefton relate to air quality and pollution, climate change, energy and affordable warmth, housing decency and affordability, transport and accessibility, the management of waste and access to greenspace.

How can Sefton prepare for and respond to climate change?

- 3.15 Climate change is a significant challenge facing everyone. In the North West, including Sefton, climate change is likely to result in warmer, drier summers and milder, wetter winters; with more extreme weather, more intense rainfall, more high winds and rising sea levels. The effects of climate change can be mitigated by reducing energy emissions both from vehicles and buildings. Sefton's corporate priorities include supporting a low carbon economy, energy efficiency and affordable warmth. Climate change can be adapted to by steering development away from areas at greatest risk of flooding or coastal change, managing flood risk and surface water, and recognising the role of greenspace and trees in reducing air temperatures locally.
- 3.16 Past evidence in the UK and Europe indicates that more extreme summer temperatures can cause or exacerbate health problems, including deaths, particularly in vulnerable groups such as the elderly or the very young.

The challenge of partnership working, and making the most of Sefton's place in City Region

- 3.17 The 2011 Localism Act places a duty on Sefton to co-operate with adjoining authorities and other partners in planning the future of its area. This has already become well-established in the Liverpool City Region with effective joint working on many aspects, and the Combined Authority offers greater opportunities to do this.

SEFTON LOCAL PLAN
CHAPTER THREE - KEY ISSUES AND CHALLENGES, VISION AND OBJECTIVES

SEFTON IN 2030 – OUR VISION FOR SEFTON

- 3.18 This section describes what Sefton will be like at the end of the plan period when the policies in the Local Plan have been implemented.
- 3.19 Sefton has successfully planned for and enabled sustainable development and growth across the borough, **meeting the needs of its communities**. Development has achieved a **high design and environmental quality**, which has enhanced local townscape, character and distinctiveness.
- 3.20 There is a wider selection of **quality and affordable homes** for all of Sefton’s residents. More specialist **accommodation for the elderly** has been provided and this has both freed up larger homes for family use and helped meet the needs of an ageing population.
- 3.21 Sefton has **made the most of its assets** to attract jobs and investment and provided **training** for local residents. These assets include its coastal location and attractive environment, its position within the Liverpool City Region, the provision of two new high quality business parks and new industrial areas, enhanced the skills of its population and improved transport links.
- 3.22 The **Port** has expanded, providing more jobs for local people and helping to regenerate the communities closest to it. Access to the Port has been improved and this has been done in a way which has caused least harm to the local environment and communities. The growth of the Port has been the catalyst for investment in local communities, offering both jobs and physical regeneration.
- 3.23 A more flexible approach to **town, district and local centres** has enabled them to withstand major changes to retailing and to develop new roles. Significant redevelopment has taken place in both Crosby and Maghull and these have helped them adapt to the rapid changes.
- 3.24 Important **nature sites, heritage assets and green infrastructure** have been protected and enhanced and compensation/mitigation provided where losses have occurred. New and enhanced areas of public open space, nature space, habitats and trees have been provided.
- 3.25 **Infrastructure** has improved as a result of development, including new public transport facilities and additional school places. **Access** to facilities, employment and services has improved as a result of new infrastructure, some linked to development. This includes the new links to the M58 and the new rail station at Maghull North.
- 3.26 Sefton has made the most of its **tourism** potential including Southport town centre and Seafront, its Golf courses, its coast, as well as other opportunities such as Aintree Racecourse, the Leeds and Liverpool Canal, and the Antony Gormley ‘Another Place’ sculptures at Crosby beach. The Leeds and Liverpool Canal has become vibrant and valued as a corridor for leisure, recreation and sustainable transport throughout Sefton.
- 3.27 New development has taken place e.g. at the Marine Park, Southport, to accommodate increasing numbers of visitors without adding to the pressure on the natural environment. Sefton has been able to encourage low key eco-tourism through appropriate small scale opportunities linked to the Coast, canal and countryside.
- 3.28 Deprivation has reduced and life expectancy increased through a combination of a quality, healthier environment, greater choice in housing, and more job opportunities.

SEFTON LOCAL PLAN
CHAPTER THREE - KEY ISSUES AND CHALLENGES, VISION AND OBJECTIVES

- 3.29 Sefton has focused on increasing the use of **low-carbon, decentralised and renewable energy**. New businesses and homes, and many existing homes, now use **energy more efficiently**. Greater emphasis on walking, cycling, access to public transport, low carbon transport and sustainable locations for development close to homes, jobs, services and facilities has **reduced transport emissions**. New homes and other developments have been located in areas with **lower risk of flooding** or areas at risk of coastal change, and where necessary have been designed to reduce the impact of flooding.
- 3.30 Sefton continues to **recycle its waste and reduce its carbon emissions** in excess of what is required to meet targets.
- 3.31 Sefton has made the **best use of its land** in meeting needs for homes, jobs and services, and many empty properties have been brought back into use or their sites have been redeveloped. It has made the most of its natural resources e.g. the potential of solar energy and wind energy next to the coast.
- 3.32 Local people have played an important role in shaping Sefton through the preparation of **Neighbourhood Plans** for different parts of the Borough and by helping to shape major development proposals.

OBJECTIVES OF SEFTON'S LOCAL PLAN

1. To support **urban regeneration** and **priorities for investment** in Sefton.
2. 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.
3. To promote **economic growth, tourism** and **jobs creation** and support new and existing businesses.
4. To **meet** the diverse **needs** for homes, jobs, services and facilities, **as close to where they arise as possible**.
5. To help Sefton's **town, district and local centres** diversify and thrive.
6. To make the most of the value of **the Port** to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.
7. To make sure that new developments include the essential **infrastructure, services** and **facilities** that they require.
8. To improve **access to services, facilities and jobs**.
9. To protect and enhance Sefton's **natural and heritage assets**.
10. To achieve high quality **design** and a **healthy** environment.
11. To respond to the challenge of **climate change**, encouraging best use of **resources and assets**.
12. To work with partners and make the most of Sefton's place within the **Liverpool City Region**.

SEFTON LOCAL PLAN
CHAPTER FOUR - DEVELOPING A STRATEGY FOR SEFTON

CHAPTER FOUR DEVELOPING A STRATEGY FOR SEFTON

- 4.1 The Local Plan provides a framework to plan positively for the future of the Borough and to help shape places where people will want to live and work.
- 4.2 Meeting the needs of the Borough provides both the greatest challenge and the greatest opportunity of the Plan. The challenge is how to accommodate these needs in a way which makes the most of the Borough's resources and minimises harm. The opportunity consists not only of providing much needed homes, jobs and associated infrastructure, but also the potential to create high quality living environments.
- 4.3 The Consequences Study (2012) assessed the likely implications of different levels of development both in Sefton and in adjoining authorities, from an economic, social and environmental perspective. This was a key study to help identify the right levels of development for Sefton. It was specific to the borough of Sefton, its constraints and opportunities. Three options were considered:
Option One: 270 homes a year – 'urban containment' (i.e. meet all development needs within the built-up area)
Option Two: 510 homes a year + new employment areas – 'meeting identified needs'
Option Three: 700 homes a year + new employment areas as in Option Two – 'optimistic household growth'
- 4.4 The Consequences Study concluded:
- Options Two and Three would have economic advantages over Option One, although Option Three would not provide significantly more economic benefits.
 - From a social perspective, Options Two and Three would put more strain on existing resources [e.g. schools and medical services]; however, these options would also offer funding through development to improve and sustain local facilities.
 - Options Two and Three would facilitate the provision of significantly higher levels of affordable and special needs housing than Option One.
 - Environmentally, Option One would have least impact. Option Two would have more impact but offers opportunities for mitigation and compensation. Option Three would have greatest impact, and it would be more difficult to mitigate or compensate for.
 - Adjoining authorities supported Option Two. They did not support Option One as the unmet need from Sefton would have put more pressure on their housing markets. Only Liverpool gave some qualified support for Option Three, from an economic point of view, but they considered any advantage was countered by potential loss of population from Liverpool to Sefton.
- 4.5 Option Two was the Council's Preferred Option which was published in June 2013. This comprised 510 dwellings a year plus a 'backlog' for housing needs which had not been met since 2003. An additional 'buffer' of 5% was added to this figure. In effect the overall figure was around 594 dwellings a year, resulting in a total requirement over the Plan period (i.e. up to 2030) of 10,700 dwellings. In relation to employment, new business parks were proposed in central Sefton to serve both the north and south of the Borough.

The way ahead

- 4.6 A major challenge for the Plan is to meet needs for new homes and jobs over the plan period from 2012 to 2030. Some but not all of these can be met within the existing built-up area.

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CHAPTER FOUR - DEVELOPING A STRATEGY FOR SEFTON

- 4.7 The National Planning Policy Framework (the 'NPPF') states that planning should 'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs' (paragraph 17).
- 4.8 It also emphasises that the Local Plan should meet objectively assessed needs unless there would be significant adverse impacts. It further emphasises that local plans should seek to 'boost significantly the supply of housing' by among other matters, ensuring that local plans meet 'the full, objectively assessed needs for market and affordable housing' (paragraph 47).

Housing land review

- 4.9 Sefton's need for new homes has been reviewed through the application of national planning guidance and various housing requirement studies.
- 4.10 The most recent review of the Housing Requirement for Sefton was undertaken in July 2015 based on the latest demographic information, including the 2011 Census and the 2012-based sub-national household projections.
- 4.11 This concluded that Sefton's household growth over the plan period was 576 dwellings a year.
- 4.12 This figure needs to be revised upward by approximately 10% to account for affordability and past under-delivery. The total requirement over the Plan period is 11,520 (640 x 18 = 11,520) which is higher but broadly comparable to the 'Option Two' figure of 10,700 at Preferred Option stage.
- 4.13 The calculation of this requirement differs from the 'Option Two' figure, but fully accords with the recently published 'National Planning Practice Guidance' issued by Government and, in the view of the Local Planning Authority, represents the full objectively assessed need for Sefton.
- 4.14 The Strategic Housing Market Assessment update (November 2014) provides one key part of the housing evidence:
- It concludes that Sefton is a reasonably self-contained housing market for planning purposes over which to assess and meet the housing requirement
 - It endorses a Borough housing requirement of about 615 dwellings per annum
 - It identifies a net need for up to 434 affordable dwellings a year in Sefton, equivalent to a need for 7,815 affordable dwellings over the Plan period. This need is highest in Southport (i.e. in terms of total need), and in Sefton East Parishes and Formby (i.e. in terms of need per thousand households)
 - The majority of affordable housing need is for social rented/affordable rented housing, with a balance for intermediate housing
 - It recommends that 15% of all Borough housing provision over the Plan period (i.e. about 1,660 dwellings) should be for special needs 'extra care' housing for older people, reflecting Sefton's ageing population
 - It recommends that the majority of new market housing should be 3 bedroom family accommodation. The majority of new affordable housing should be for 1 and 2 bedroom accommodation.
- 4.15 It is important to understand the nature of the anticipated population change in Sefton through to 2030. Although the population is projected to increase, the greater part of this is expected to be as a result of people moving in to the Borough, many of whom will be older people, and not through an increase in births.

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- 4.16 This has implications for the demand for the facilities and services that are provided. The overall demand across the borough for school places will therefore not increase but there will be a greater demand for school places in selected areas close to development. The demand for housing and special accommodation for older people will also increase.

Employment Land and Premises Study

- 4.17 A review of employment land in Sefton was published in 2012. The Study suggested there was a shortage of 30.76 hectares of employment land, once existing urban employment sites had been taken into account. About two thirds of this shortage was in south Sefton and one third in North Sefton. In addition, there is a further need to provide 2.63ha to compensate for the loss of employment areas in the Sefton part of the L5 area identified in the Mersey Ports Master Plan. This has subsequently been updated.
- 4.18 There is no scope to provide additional sites of this size in the built-up area and so this need must be met on other land.
- 4.19 It is not proposed to identify new sites for retail or other commercial development outside the urban area. The focus for new retail development, for as far ahead as can be seen, will continue to be town and local centres.

Where can our needs be met?

- 4.20 A key objective of the Plan is to meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as possible.
- 4.21 The Council has undertaken annual studies ('Strategic Housing Land Availability Assessments' or 'SHLAAs') to assess how much remaining urban land is suitable and available for housing development. These studies have been accompanied by an annual publicised 'call for sites' exercise inviting landowners, developers and others to submit additional sites within the urban area for consideration. These studies have found that there is a significant shortage of suitable urban land to meet housing needs in the Borough.
- 4.22 The NPPF notes that "planning policies ... should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value" (paragraph 111). For the past 30 years, development has been concentrated in the built-up areas of Sefton, and the vast majority of new homes and commercial buildings have been built on brownfield sites. As a consequence of this and Sefton's considerable environmental constraints, this land is running out.

How else can we meet needs?

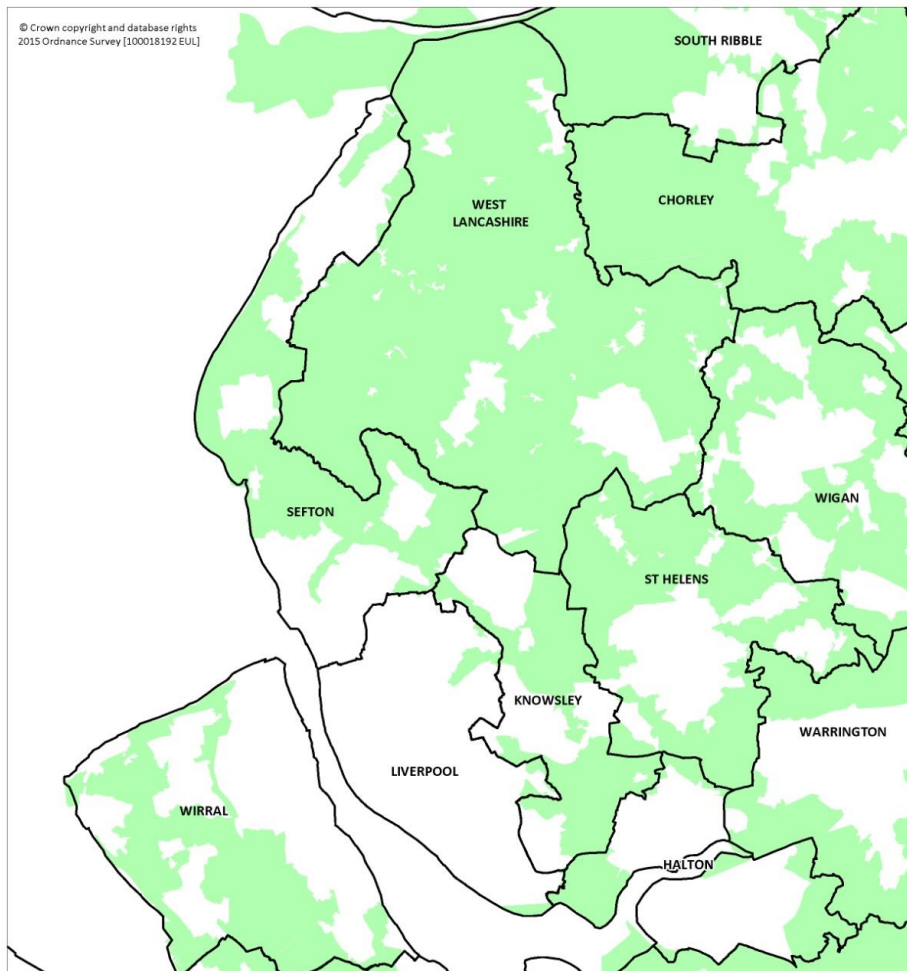
- 4.23 In Sefton virtually all land outside of the main settlements is within the Green Belt.
- 4.24 The Merseyside Green Belt was adopted in 1983 and the boundary was drawn very tightly around existing settlements to encourage urban regeneration. At that time it was envisaged that the Green Belt boundary would last for around 10-15 years before being reviewed again. This review is now long overdue.
- 4.25 The Green Belt has been very successful in containing the expansion of urban areas and encouraging the re-use of derelict and other urban land. However the remaining supply of

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brownfield land is no longer sufficient to meet Sefton's housing and employment needs over the course of the Local Plan. The only alternative is to remove land from the Green Belt to meet these needs.

- 4.26 Government planning guidance states that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of a Local Plan.
- 4.27 When proposing to review Green Belt boundaries, authorities are also required to consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, or towards locations beyond the outer Green Belt boundary.
- 4.28 Sefton has looked at each of these options. The SHLAA studies have found insufficient land in towns and villages outside of the Green Belt in Sefton. The Green Belt boundary extends beyond the boroughs adjoining Sefton so there is no scope to direct development to locations beyond the outer Green Belt boundary. Even if authorities beyond the outer boundary of the Green Belt were prepared to help meet some of Sefton's needs, they would not be capable of doing so as the land would be too distant from Sefton's housing market area. Figure 4.1 below illustrates that the Green Belt extends far beyond the Sefton boundary.

Figure 4.1 The extent of Green Belt in Sefton and adjacent areas



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- 4.29 In considering alternatives to removing land from Green Belt, the Council has explored with neighbouring authorities the extent to which they might be able to assist in meeting Sefton's housing requirements.
- 4.30 All these authorities are committed to meeting their own requirements, but none can help Sefton with its needs. Both West Lancashire and Knowsley require land to be removed from Green Belt to meet their own needs. Liverpool has confirmed it is not able to meet any of Sefton's needs.
- 4.31 Without alterations to the Green Belt boundaries, the amount of new development that could be planned for would be relatively low. This would fall well short of what the assessment of housing needs and the review of employment land concluded we would require. It is considered that such a low level of development would have severe consequences including (as set out in the Consequences Study):
- Failure to meet the Government's requirement of promoting sustainable economic development and boosting the housing supply
 - Demand for new housing outstripping supply, further increasing house prices leading to young people being unable to stay in the area
 - Sefton's very significant need for affordable housing would remain largely unmet
 - The provision of specialist older person's housing would be tightly constrained. This in turn would limit the freeing up of larger family homes for local families
 - An increasingly ageing population as young people are unable to stay. This would lead to a more significant reduction in the working age population than otherwise might be the case
 - Fewer opportunities to retain and allow local companies to grow and to attract inward investment and economic growth
 - More pressure on town centres and local services, due to declining demand, as catchment populations decline.
- 4.32 The paragraphs above outline the importance of allocating land in the Green Belt to meet the identified development needs of the Borough and the consequences for sustainable development of not doing so. Sefton does not have sufficient suitable and available urban land to meet the objectively assessed need for housing and employment development, nor are adjoining authorities able to help meet our needs. Together, these factors constitute the 'exceptional circumstances' required to review Green Belt boundaries through the Local Plan process.

Assessment of potential development sites

- 4.33 A process of selecting sites has been carried out to identify which areas of land would be most suited to accommodating new development. This has included a review of land in the Green Belt, carried out jointly with Knowsley and West Lancashire authorities as part of our commitment under the Duty to Co-operate. The approach was subsequently refined by Sefton.
- 4.34 All potential sites have been assessed against a number of factors to make sure that any sites proposed/ identified as being suitable for development have the least possible impact, including on the Green Belt. These include 'constraints' such as flood risk, ecology and heritage value.

SEFTON LOCAL PLAN
CHAPTER FOUR - DEVELOPING A STRATEGY FOR SEFTON

- 4.35 In response to local concern about the value of local agricultural land, a separate study has assessed the quality of the agricultural land where development was likely to be proposed. Around 30% of Sefton's agricultural land is classified as grade 1, grade 2 and grade 3a ('best and most versatile' agricultural land), together forming less than 1% of England's best and most versatile agricultural land.
- 4.36 Where significant development of agricultural land is demonstrated to be necessary, the NPPF requires that "local planning authorities should seek to use areas of poorer quality land in preference to land of a higher quality" (paragraph 112). In Sefton, the majority of the sites suitable for development are on high quality agricultural land. However, there is not enough land of a poorer agricultural quality to meet objectively assessed housing and employment needs. Even where such land is available, these sites are often subject to other constraints. In Sefton's case therefore, 'best and most versatile' agricultural land will need to be allocated for development consistent with national planning policy.

How much development are we providing for in total?

Land for homes

- 4.37 The housing requirement over the Plan period is calculated at 11,520. It is good practice to add in a 'buffer' of at least 5% in case a few sites do not come forward as anticipated or the densities are lower than proposed. The total identified supply is 11,435. Local authorities are also expected to look beyond the Plan period and to identify what is known as 'safeguarded land' in order to meet longer-term needs beyond the current Plan period.
- 4.38 Safeguarded land is taken out of the Green Belt upon adoption of the Local Plan, but is protected from development. It can only be allocated for development through a future review of the Local Plan. Safeguarded Land has been identified to accommodate around 1,000 dwellings. In addition, some of the sites identified in the Plan will not be completed until beyond 2030, and will therefore contribute an additional 500 dwellings to the supply after the end of the Plan period.

Land for employment

- 4.39 The employment land requirement over the Plan period is for 81.59 hectares, as recommended by the Employment Land and Premises Study Refresh.
- 4.40 The majority of this requirement can be met from sites in the existing urban area, but at least 28 hectares will need to be accommodated elsewhere. For this reason, the Plan proposes to identify two Strategic Employment Locations on land previously in Green Belt.
- 4.41 In addition, Government population projections indicate a decline in Sefton's working age population to 2030. The new housing provided through the Local Plan will help to retain families and younger people and minimise the reduction in the Borough's labour force.

Immediate review of the Plan

- 4.42 It is acknowledged that the expansion of the Port of Liverpool is likely to generate significant additional demand for distribution and other port-related uses across Merseyside. This is likely to be such a significant issue that it will need to be reviewed comprehensively at a sub-regional level. The Liverpool City Region authorities have agreed in principle to carry out a study focusing on addressing the land needs arising from port expansion. It is proposed to

**SEFTON LOCAL PLAN
CHAPTER FOUR - DEVELOPING A STRATEGY FOR SEFTON**

review the Plan if required to take account of the results of this study in a co-ordinated sub-regional manner.

- 4.43 This review will also reflect the conclusions of the Port of Liverpool Options Identification and Assessment commissioned by Highways England in relation to proposals for major road improvements. Public engagement as part of this work took place early in 2017. The options assessment work is expected to be completed in summer 2017.
- 4.44 The Council is committed to an immediate review of the Plan if the publication of the sub-regional Strategic Housing and Employment Land Market Assessment (SHELMA) identifies a need for more housing or employment, including land for logistics associated with the Port of Liverpool (see part 5 of policy MN1 ‘Housing and Employment Land Requirements’). To this end, and as part of the Duty to Co-operate, it is collaborating with the other Liverpool City Region authorities to carry out this study.
- 4.45 Any review of the Plan also provides the opportunity for the Council, working where appropriate in collaboration with the other Liverpool City Region authorities, to generate a new evidence base regarding wind energy. This would assist the Council to determine wind energy applications in the light of the NPPF, National Planning Practice Guidance and the Ministerial Written Statement of 18 June 2015.

Capacity of the existing built-up area

- 4.46 Around 6,300 homes can be accommodated in the urban area when proposed housing allocations on former green space land are taken into account. In addition, a further seven employment sites are located within the urban area.

Proposed pattern of development

- 4.47 A key objective of the Plan is ‘to meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as possible’.
- 4.48 In considering the approach to locating future development, it is helpful to reflect on historic patterns of development. Detailed records of new house building are available over the past 30 years.

Figure 4.2 No. of homes completed in the last 30 years (1984-2014) by area (Sefton, 2014)

	1984 – 2014	% of total
Southport	5,089	32.5
Formby	1,064	6.8
Sefton East Parishes*	1,839	11.7
Crosby & Hightown	2,107	13.4
Bootle & Netherton	5,581	35.6
Sefton	15,680	100

*Sefton East Parishes comprises Molyneux, Park, and Sudell wards

- 4.49 The above table shows that Bootle, Netherton, and Southport have accommodated two-thirds of total housing development over the past 30 years. However, this pattern of development cannot continue over the plan period as the opportunities to build new homes in these areas are not available to the same degree as previously.

SEFTON LOCAL PLAN
CHAPTER FOUR - DEVELOPING A STRATEGY FOR SEFTON

4.50 The suggested approach to the distribution of development is a balance of:

1. Firstly identifying sites within the urban area
2. Identifying additional land in the Green Belt – using various criteria (site selection methodology) to select sites which:
 - cause least harm to the purposes of the Green Belt
 - have the fewest constraints
 - provide the most benefits
3. Achieve a good distribution of sites across Sefton.

Factors affecting the proposed pattern of development

4.51 Factors affecting the proposed pattern of development include:

- Not every settlement in the Borough has the same ability to grow in proportion to its current size. Some areas in particular are heavily constrained as the built-up area goes right up to, or close to, the Borough boundary. For example, Bootle extends right up to the boundary with Liverpool and the built-up part of Southport comes close to or abuts the boundary with West Lancashire. The Sefton coast is also protected for its ecological value, which restricts the ability of Crosby, Hightown, Formby and Southport to expand to the west. The presence of the operational Port prevents the westward expansion of Bootle.
- Land around Sefton’s settlements is also affected by numerous constraints which restrict outward expansion. For example, many areas of land are identified as being at risk of flooding, or have high environmental or heritage protections. Others areas of land have poor access, or are important to the integrity of the Green Belt. These and other factors restrict the amount of development that each settlement can accommodate.
- There are also opportunities around some settlements, particularly where sites are able to provide new infrastructure or contribute to meeting local affordable housing needs. Individual sites can also offer other benefits to the local area.

4.52 A Sustainability Appraisal has been carried out which has assessed potential development sites against a wide range of criteria. This assessment has considered, in relation to specific sites, accessibility; constraints such as flood risk, Green Belt contribution (where applicable); and other benefits, in order to select the most appropriate land to accommodate new development.

4.53 The following table shows the proposed **total** development in each community area, both for housing and employment.

SEFTON LOCAL PLAN
CHAPTER FOUR - DEVELOPING A STRATEGY FOR SEFTON

Figure 4.3 Total amount of development proposed in each area 2012-2030 [Sefton, 2014]

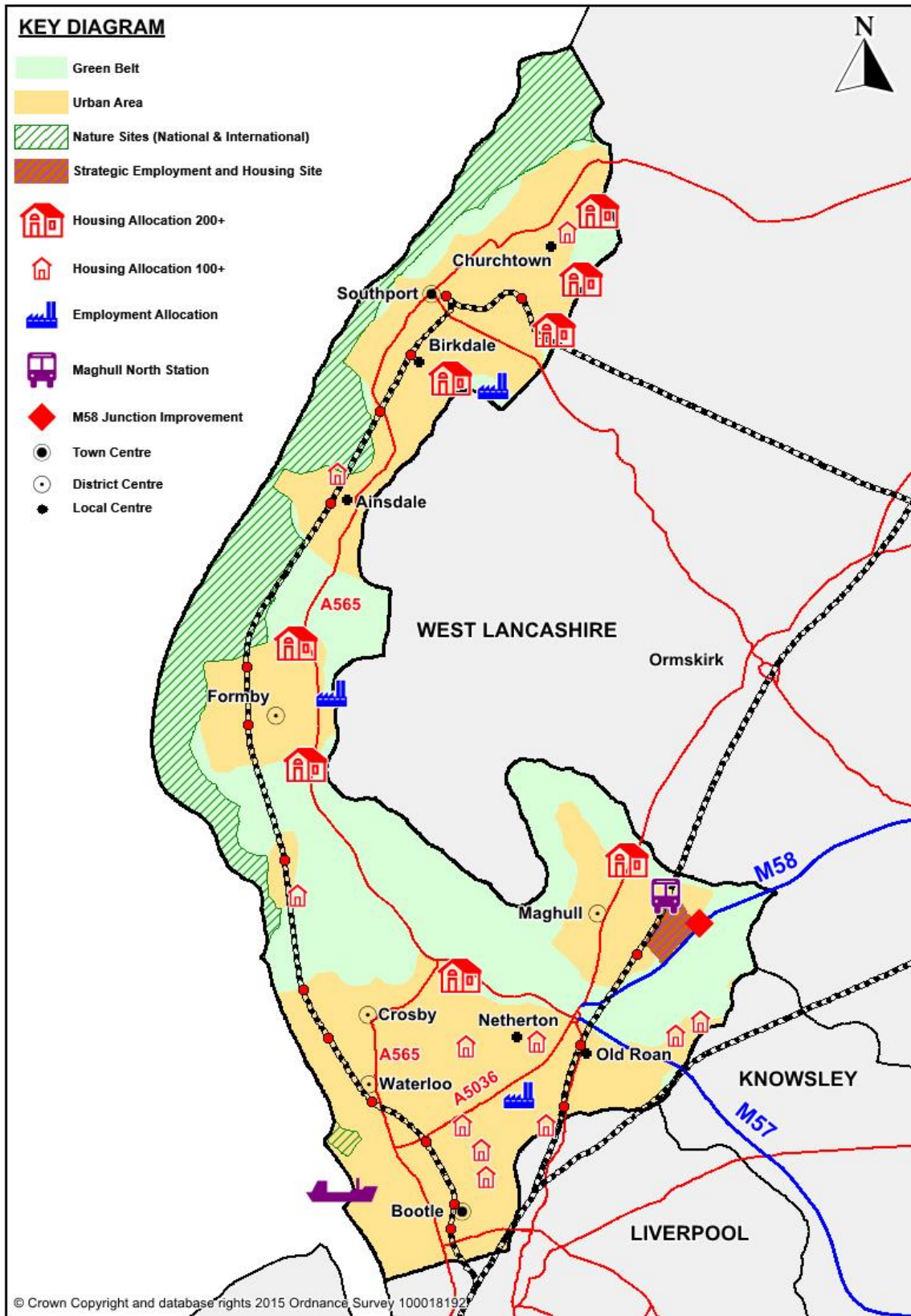
	Proposed new homes (net of demolitions)	%	Strategic Employment Sites & Allocations (hectares)	%
Southport	2,921	25.5	13.1	16.1
Formby	996	8.7	8	9.8
Sefton East Parishes	2,609	22.8	20	24.5
Crosby & Hightown	1,010	8.8	-	-
Bootle & Netherton	1,655	14.5	34	41.7
Windfalls	1,071	9.4	-	-
Completions 2012-2014	1,172	10.2	6.5	8.0
Total	11,435	100	81.6	100

Note: The percentages shown in the above table of development proposed in each community area cannot be directly compared with the percentages in Figure 4.2, as Figure 4.3 includes 'windfalls' and dwellings completed between 2012 and 2014. Figures may not add up due to rounding.

Conclusion

- 4.54 Sefton faces particular challenges in providing for the level of development which Government guidance and studies suggest are appropriate to meet Sefton's needs over the period of the Plan.
- 4.55 While the built-up area can continue to accommodate a proportion of the needs for new homes and land for employment, it is considered that the boundary of the Green Belt must be reviewed to be able Sefton to meet those needs in full.
- 4.56 An objective of the Local Plan is to meet needs as close to where they arise as possible. In view of the constraints Sefton faces, it has not been possible to achieve an exact proportionate distribution of sites. However, many sites have been assessed and those included in this Plan are considered to be the most appropriate to meet the identified needs.

Figure 4.4 Key diagram



SEFTON LOCAL PLAN
CHAPTER FIVE - SUSTAINABLE DEVELOPMENT

CHAPTER FIVE SUSTAINABLE DEVELOPMENT

- 5.1 The National Planning Policy Framework (NPPF) states that planning should ‘proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs’.
- 5.2 At the heart of national planning policy is a ‘presumption in favour of sustainable development’ which should be seen as a golden thread running through both plan-making and decision-taking. This requires that local authorities positively seek opportunities to meet the development needs of their areas. In particular, Local Plans should meet objectively assessed needs for both housing and employment development, with sufficient flexibility to adapt to rapid change.
- 5.3 Policy SD1 sets out the presumption in favour of sustainable development.

SD1 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

1. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.

2. Where there are no policies relevant to the proposed development, or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the National Planning Policy Framework taken as a whole, or**
- b. Specific policies in the NPPF indicate that development should be restricted**

National /regional context

National Planning Policy Framework and especially paragraph 14
Planning Practice Guidance

Explanation

- 5.4 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 5.5 National planning policy also identifies areas where development should be restricted. These include sites protected under the Birds and Habitats Directives and/or sites designated as Sites of Special Scientific Interest (such as those along the Sefton coast); land designated as Green Belt; designated heritage assets; and locations at risk of flooding or coastal erosion.

PRINCIPLES OF SUSTAINABLE DEVELOPMENT

- 5.6 Whilst the NPPF provides a guide to sustainable development at the national level, the Local Plan for Sefton must demonstrate what this means for the Borough. The early chapters of the Local Plan set out what is distinctive about Sefton and the challenges and opportunities we face. The following policy reflects the priorities and objectives of the Local Plan and sets out the context for the detailed policies in the remainder of the Local Plan.

SD2 PRINCIPLES OF SUSTAINABLE DEVELOPMENT

The Local Plan has been developed in accordance with, and will apply the following principles:

- a. To support urban regeneration and priorities for investment in Sefton**
- 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**
- e. To help Sefton’s town and local centres to diversify and thrive**
- f. To make the most of the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated**
- g. To make sure that new developments include the essential infrastructure, services and facilities that they require**
- h. To improve access to services, facilities and jobs**
- i. To protect and enhance Sefton’s natural and heritage assets and their settings, including requiring relevant assessments, and making sure there are no adverse effects on the integrity of internationally important nature sites or supporting habitats**
- j. To achieve high quality design and an environment that encourages a healthy lifestyle**
- k. To respond to the challenge of climate change, encouraging best use of resources and assets**
- l. To ensure that all new development addresses flood risk mitigation and explores all methods for mitigating surface water run-off. Wherever possible, developers should include an element of betterment within their proposals to reduce further the risk of flooding in the area**
- m. To work with partners and make the most of Sefton’s place within the Liverpool City Region**

Development proposals will be assessed taking into account these principles.

SEFTON LOCAL PLAN
CHAPTER FIVE - SUSTAINABLE DEVELOPMENT

- 5.7 This policy sets out the principles for development in Sefton. These reflect the overall vision for Sefton and the objectives identified in Chapter 3. In reflecting the objectives in a Local Plan policy it is expected that planning decisions will have regard to the overall aims of the Local Plan and to make sure that all appropriate development helps to contribute to improving Sefton as a place to live, work and visit.
- 5.8 These principles reflect the national priorities set out in the NPPF and Planning Practice Guidance, Sefton's corporate priorities and the objectives of the Local Plan. Succeeding policies in the Local Plan amplify these principles and set out in detail how they will be achieved. In some cases supporting information or assessments may be required to demonstrate that this can be achieved, for example transport assessments, or project specific Habitats Regulations Assessments in relation to internationally important nature sites or supporting habitat.
- 5.9 In some cases these principles are also supported by Supplementary Planning Documents (SPDs). Appendix 4 lists those currently being prepared.

SEFTON LOCAL PLAN
CHAPTER SIX - MEETING SEFTON'S NEEDS

CHAPTER SIX MEETING SEFTON'S NEEDS

- 6.1 A fundamental aim of the Local Plan is to meet the needs of Sefton's residents and businesses. There are insufficient 'brownfield' opportunities to meet the market and affordable housing needs of the Borough. Similarly, urban opportunities for new industrial and office development are limited. In order to address this, the Local Plan has identified development sites to positively meet Sefton's housing and employment needs to 2030. This includes the Strategic Site at Land East of Maghull, which is allocated for a mixed development, and allocations for development on other sites some of which are proposed to be removed from the Green Belt.
- 6.2 The need for new housing in Sefton has been established through a number of key studies. The total need for housing in Sefton (including for market housing) has been determined through an objective Housing Requirement Study produced by Nathaniel Lichfield and Partners (NLP). This study has assessed how future population and household change will create a requirement for new housing to 2030, consistent with Government guidance. The housing requirement set out in Policy MN1, derived from this work, will help to meet the housing needs of Sefton's population including providing new affordable homes over the Plan period to 2030.
- 6.3 Successive Strategic Housing Market Assessments (SHMA) have found a high need for additional affordable housing in the Borough. The latest SHMA (2014) reaffirms that affordable housing need is greatest in Southport, although there is also significant need in Formby, Sefton East Parishes, and Crosby. The findings of these studies are supported by waiting list information kept by OneVision Housing. These studies have indicated that, because of its ageing population, there is a significant need for older persons' housing and family housing in Sefton, which reflects the changing demographics of the area. The Local Plan also addresses the needs for these specific types of housing.
- 6.4 Sefton is a diverse Borough with a number of distinct towns and settlements. Whilst the total housing requirement is Borough-wide (key demographic information is only available at the local authority level), evidence of affordable need is available for the 6 settlement areas – Bootle, Netherton, Crosby, Sefton East Parishes (referred to as Maghull/Lydiat in the SHMA), Formby, and Southport. The Spatial Strategy aims to meet housing needs as close to where they arise as possible. This aim has been taken into account in selecting the housing and employment allocations identified in policy MN2, albeit some settlements are too constrained to contribute the amount of development expected in proportion to their size.
- 6.5 Employment need in Sefton is also locally specific, with the Borough's 'Employment Land and Premises Study Refresh' confirming earlier work and finding reasonably distinct employment markets in north (Southport and Formby) and south Sefton. This study forms the basis of the employment land requirement in policy MN1. The Local Plan aims to support local businesses and encourage new investment by identifying a number of new employment allocations to meet needs. These new sites, which were previously in the Green Belt, are likely to be required post-2020 to allow for a continuity of supply once remaining urban sites have largely been developed, although if they were to come forward earlier this would assist with achieving economic growth. Sefton has, by some margin, the smallest amount of designated employment land of any Greater Merseyside authority, despite its relative population size, and therefore it is important to identify new opportunities for investment.

SEFTON LOCAL PLAN
CHAPTER SIX - MEETING SEFTON'S NEEDS

- 6.6 Sefton is located on the northern edge of the Liverpool City Region, and large numbers of people living in south and central Sefton commute into Liverpool every day for work. In the north of the Borough (Southport and Formby) there are also strong connections with West Lancashire. These connections with neighbouring authorities, and especially Liverpool and West Lancashire, are one of Sefton's key characteristics, and the Local Plan has been prepared with the close involvement of neighbouring districts consistent with the 'duty to co-operate'. However, despite being part of a wider functional economic area, Sefton's housing market is more self-contained. Successive Strategic Housing Market Assessments and other studies have shown that most home moves are within the Borough. This is supported by a 'Housing Search and Expectations Study' published in 2010, which also found that most people who currently live in the Borough want to stay in the Borough. Sefton is therefore, as a consequence of its reasonably self-contained nature, an appropriate housing market area to plan for and for which to calculate housing need.
- 6.7 In order to address Sefton's housing and employment needs, a large number of sites have been allocated for development. A proportion of these are urban sites, although around half are proposed on land located in Green Belt in the Sefton Unitary Development Plan. Most of the allocations are for either housing or employment development, although the largest development site in the Borough, Land East of Maghull, is identified as a mixed use allocation. This strategic site will provide more than 12% of the new homes in the Local Plan, a high quality business park well connected to the motorway network, and improved local infrastructure. The policy approach to this is set out in Policy MN3.
- 6.8 This chapter also includes policies relating to Green Belt and Safeguarded Land (Policies MN7 and MN8). Green Belt remains a key policy tool for protecting open land, directing growth, and preventing towns from merging into one another. Following the adoption of this Local Plan, Green Belt boundaries will not be considered for alteration again until a future review of the Local Plan, in accordance with national planning policy. Safeguarded Land is located between the urban edge and the re-drawn Green Belt boundary, and is identified to meet longer-term needs beyond the current Plan period. It is not identified for development at the present time. The National Planning Policy Framework (NPPF) requires the Green Belt to endure for longer than the plan period – this is achieved by the identification of safeguarded land.
- 6.9 National planning policy indicates that when Green Belt boundaries are reviewed, they should be capable of enduring beyond the Plan period. However, because of the potential need for an immediate review of the Local Plan this may not be possible. The review needs to take account of the regional Strategic Housing and Employment Land Market Assessment (SHELMA) and the conclusions of the Port Access Study. Any consequential changes to the boundary of the Green Belt will be included in a future review of the Local Plan (see paragraph 4.44 above).
- 6.10 In addition to the need for housing and employment land, the Borough also has needs for new retail, infrastructure, and traveller sites. These needs, which require less land than for housing and employment development, are addressed in later chapters in the Plan.

HOUSING AND EMPLOYMENT NEEDS

- 6.11 A key aspect of securing sustainable development is positively meeting the needs of local residents and businesses. The Local Plan seeks to achieve this by identifying the total amount of new land required for new housing, employment, and other development to 2030.

**SEFTON LOCAL PLAN
CHAPTER SIX - MEETING SEFTON'S NEEDS**

- 6.12 The need for both new housing and employment land has been assessed through a number of key studies and assessments. The findings of the most recent of these studies are reflected in Policy MN1 which also provides the basis for the number of housing, employment, and mixed use allocations identified in policy MN2. In addition, the housing requirement set out in this policy will form the basis of the Borough's 5 year housing land supply.

MN1 HOUSING AND EMPLOYMENT REQUIREMENTS

Housing Requirement

1. During the period 2012 – 2030 provision will be made for the development of a minimum of 11,520 new homes in Sefton. The housing requirement will met at the following average annual rates:

**2012-2017: 500 dwellings per annum
2017-2030: 694 dwellings per annum**

2. The housing requirement will be met from the following sources:

- a. The housing allocations identified in Policy MN2**
- b. Sites with planning permission for housing development**
- c. Other sites identified in the Strategic Housing Land Availability Assessment**
- d. Unanticipated or 'windfall' sites**

Employment Requirement

3. During the period 2012 – 2030 provision will be made for a total of 81.6 ha of employment land

4. New employment development will be provided on the following types of land:

- a. Strategic Employment Locations (identified in Policy MN2)**
- b. Employment Allocations (identified in Policy MN2)**
- c. Land within Existing Employment Areas (Policy ED3)**
- d. Sites with planning permission for employment development**
- e. Other suitable sites in Sefton**

5. Sefton is working jointly with the other Liverpool City Region local planning authorities and the Liverpool City Region Local Enterprise Partnership to undertake the Strategic Housing and Employment Land Market Assessment (SHELMA) to establish, objectively, the level of long-term growth in housing and employment needs appropriate in Sefton. In the event that it is demonstrated that further housing or employment provision is required in Sefton, an immediate review or partial review of the Sefton Local Plan will be brought forward to address these matters. The review will commence following the adoption of the Sefton Local Plan. It will take into account the findings of the SHELMA, and will be submitted within two years from the date of the Local Plan adoption.

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Key policy links

- MN2 Housing, Employment, and Mixed Use Allocations
- ED3 Existing Employment Areas

Explanation

- 6.13 Sefton's housing and employment requirements are based on a full objective assessment of the needs of households and businesses in the Borough. The housing requirement is based on the 2012-based household projections issued by the Department for Communities and Local Government and other evidence. The employment requirement is derived from the 2012 Employment Land and Premises Study Refresh and the 2015 Update which are primarily based on an analysis of the rate at which land was developed for employment in the past and a blended approach to employment need.
- 6.14 The housing requirement of 11,520 dwellings would equate to an average of 640 dwellings a year between 2012 and 2030. However, this requirement is staged and will be met at a rate of 500 dwellings a year between 2012 and 2017, and 694 dwellings between 2017 and 2030. This approach has been adopted for two important reasons. Firstly, the early years of the Plan from 2012 have been characterised by high levels of demolitions associated with the former Housing Market Renewal programme in Bootle. These demolitions have had the effect of significantly depressing 'net' completions in the Borough. There are no plans (and no funding) to identify new clearance areas beyond the current programme and therefore such demolitions will significantly reduce beyond 2016-17. Secondly, many of the proposed housing allocations are large greenfield sites that will have significant lead in times to development. Assuming that the Local Plan is adopted in 2015 and a typical lead in time of 2 years is necessary, these sites should start to provide completed homes from 2017 onwards. The staged approach to the housing requirement is being adopted to reflect these delivery constraints only. **It is not proposed to apply a restrictive phasing policy to the release of any allocated housing site, and there is therefore no planning barrier to the early development of these sites if circumstances allow.**
- 6.15 The housing requirement will form the basis for calculating Sefton's 5 year housing land supply. The maintenance of a 5 year supply is a requirement of government policy, and where this cannot be demonstrated policies for the supply of housing are considered 'out-of-date'. The allocation of housing development sites in policy MN2, together with other sites identified in the Strategic Housing Land Availability Assessment (SHLAA), will allow Sefton to maintain a 5 year supply of housing land.
- 6.16 The Sefton Local Plan does not make any provision for the additional demand for distribution and other port-related uses across Merseyside arising from the expansion of the Port of Liverpool in Sefton (Liverpool2). As a result of these requirements, which can only be assessed across the sub-region, the Council is committed to carrying out an immediate review or partial review of the Local Plan to address these matters.
- 6.17 The review of the Local Plan will be completed within two years of the adoption of this Plan. Sefton has already begun working with the other Liverpool City Region local planning authorities through the commissioning of the Strategic Housing & Employment Land Market Assessment (SHELMA) to establish the scale and distribution of any emerging housing shortfall and the emerging employment needs, including those associated with the expansion of the Port of Liverpool, and Highways England in relation to a new or improved port access.

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6.18 The devolution deal signed on 17 November 2015 between HM Treasury and the Liverpool City Region, grants powers over strategic planning to the City Region, including the responsibility for creating a single statutory city-region framework. This is intended to help accelerate economic growth and new housing development throughout the city region. The planning powers will include the development of a single statutory city-region framework supporting the delivery of strategic employment and housing sites throughout the city-region. The agreement stresses that this approach must not delay the development of local plans.

DISTRIBUTION OF DEVELOPMENT

6.19 This policy identifies the key development sites that are allocated for housing, employment, and mixed-use development in order to meet the Local Plan's housing and employment requirements (Policy MN1). These allocations include the largest development sites in the Borough and will provide the majority of new housing and employment land in Sefton to 2030, and are shown on the Policies Map. They are central to meeting local housing needs, supporting businesses, attracting investment and securing sustainable development. The remainder of the Borough's housing and employment requirement will be met from sites with planning permission, sites completed during 2012-2014, sites identified in the most recent Strategic Housing Land Availability Assessment (SHLAA), unanticipated or 'windfall' sites, and other land.

MN2 HOUSING, EMPLOYMENT, AND MIXED USE ALLOCATIONS			
Housing Allocations			
1. The following sites are allocated for housing development as shown on the Policies Map:			
Site Ref.	Location	Area [ha.]	Indicative Capacity
MN2.1	Bartons Close, Southport	1.0	36
MN2.2	Land at Bankfield Lane, Southport	9.0	300
MN2.3	Former Phillips Factory, Balmoral Drive, Southport	6.0	158
MN2.4	Land at Moss Lane, Churchtown	18.3	450
MN2.5	Land at Crowland Street, Southport	25.8	678
MN2.6	Land adjacent to Dobbies Garden Centre, Benthams Way, Southport	6.8	174
MN2.7	Land at Lynton Road, Southport	1.5	25
MN2.8	Former Ainsdale Hope School, Ainsdale	9.2	120
MN2.9	Former St John Stone School, Meadow Lane, Ainsdale	1.4	40
MN2.10	Land at Sandbrook Road, Ainsdale	2.6	83
MN2.11	Land south of Moor Lane, Ainsdale	3.2	69
MN2.12	Land north of Brackenway, Formby	13.7	286
MN2.13	Land at West Lane, Formby	1.9	40
MN2.14	Former Holy Trinity School, Lonsdale Road, Formby ¹	1.0	50
MN2.15	Land at Shorrocks Hill, Lifeboat Road, Formby	3.3	34

¹ Site allocated specifically for older persons housing / accommodation (reserved for residents aged 55 and over).

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Site Ref.	Location	Area [ha.]	Indicative Capacity
MN2.16	Formby Professional Development Centre, Park Road, Formby	1.6	15
MN2.17	Land at Liverpool Road, Formby	14.2	319
MN2.18	Land at Altcar Lane, Formby	0.7	29
MN2.19	Power House phase 2, Hoggs Hill Lane, Formby	0.4	12
MN2.20	Land at Andrews Close, Formby	3.3	87
MN2.21	Land at Elmcroft Lane, Hightown	6.5	120
MN2.22	Land at Sandy Lane, Hightown	0.7	10
MN2.23	Land at Hall Road West, Crosby	1.1	14
MN2.24	Land at Southport Old Road, Thornton	3.9	85
MN2.25	Land at Holgate, Thornton	8.4	221
MN2.26	Land at Lydiate Lane, Thornton	10.2	265
MN2.27	Land south of Runnell's Lane, Thornton	5.3	137
MN2.28	Land at Turnbridge Road, Maghull	1.6	40
MN2.29	Land north of Kenyons Lane, Lydiate	10.1	295
MN2.30	Former Prison Site, Park Lane, Maghull	13.6	370
MN2.31	Land east of Waddicar Lane, Melling	6.0	178
MN2.32	Wadacre Farm, Chapel Lane, Melling	5.5	135
MN2.33	Land south of Spencers Lane, Melling	0.6	18
MN2.34	Land at Wango Lane, Aintree	1.8	25
MN2.35	Aintree Curve Site, Ridgewood Way, Netherton	3.1	109
MN2.36	Former Z Block Sites, Buckley Hill Lane, Netherton	3.5	100
MN2.37	Former St Raymond's School playing field, Harrops Croft, Netherton	1.9	53
MN2.38	Land at Pendle Drive, Netherton	1.4	29
MN2.39	Land at the former Bootle High School, Browns Lane, Netherton	1.7	63
MN2.40	Former Daleacre School, Daleacre Drive, Netherton	1.0	37
MN2.41	Former Rawson Road Primary School, Rawson Road, Bootle	1.0	20
MN2.42	Former St Wilfrid's School, Orrell Road, Bootle	6.6	160
MN2.43	Klondyke Phases 2 and 3, Bootle	3.6	142
MN2.44	Peoples site, Linacre Lane, Bootle	2.9	110
MN2.45	Former St Joan of Arc School, Rimrose Road, Bootle	1.3	51
MN2.46	Former St Mary's Primary School playing fields, Waverley Street, Bootle	1.6	72
MN2.47	Land East of Maghull	85.8	1,400
TOTALS:		315.2	7,264

2. Land at Moss Lane, Churchtown (site MN2.4), Land north of Brackenway, Formby (site MN2.12) and Land East of Maghull (site MN2.47) are subject to site specific policies (Policies MN5, MN6 and MN3 respectively). In addition, a number of sites listed above are subject to site-specific requirements as set out in Appendix 1.

3. Complementary appropriate facilities for new residents, such as medical services, small scale convenience shops and community facilities, where needed as part of a comprehensive development, will also be permitted on these sites.

4. Sites MN2.2, MN2.4, MN2.6, and MN2.20 are adjacent to areas of 'Proposed Open Space' (shown on the Policies Map). These areas will be developed for new open space alongside the housing allocation.

5. Site MN2.8 Former Ainsdale Hope School, Ainsdale will include an Ecological Improvement Area to be developed as a nature reserve alongside the housing allocation.

Strategic Employment Locations

6. The following Strategic Employment Locations as shown on the Policies Map are allocated for new office and light industrial (B1), general industrial (B2), and storage and distribution uses (B8):

MN2.47: Land East of Maghull - 20 ha (net)

MN2.48: Dunnings Bridge Road Corridor, Netherton – 26.8 ha comprising:

- a. Atlantic Park (16.8 hectares),**
- b. Senate Business Park (4.2 hectares),**
- c. Former Peerless Refinery Site (5.8 hectares).**

MN2.49: Land to the North of Formby Industrial Estate - 8 ha (net)

7. Other uses will only be permitted on sites MN2.47 and MN2.48 where they are:

- a. necessary to cross subsidise the provision of B1, B2 and B8 uses on the majority of the site; or**
- b. small scale and intended primarily to serve other businesses operating on the Business Park.**

8. Land North of the Formby Industrial Estate (site MN2.49) is subject to a site specific policy (Policy MN4).

9. Southport Business Park (Site MN2.50) is also allocated as a Strategic Employment Location for new office and light industrial (B1) uses and has a site area of 13.1 ha (net)

Other uses will only be permitted on this site where they are:

- a. Main car dealerships, gymnasia, veterinary, or healthcare uses in the north east quadrant of the site fronting onto Town Lane (Kew); or**
- b. small scale and intended primarily to serve other businesses operating on the Business Park.**

10. The Strategic Employment Locations must provide high quality business parks. New development on these sites should maximise job outputs (including job opportunities for local people), incorporate high quality design and layout, and be compatible with adjacent uses.

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Employment Allocations

11. The following sites within Existing Employment Areas (defined in Policy ED3 and shown on the Policies Map) are allocated for new office and light industrial (B1), general industrial (B2), and storage and distribution (B8) uses:

Site Ref.	Location	Area (ha.)
MN2.51	Switch Car Site, Wakefield Road, Netherton	4.7
MN2.52	Land at Farriers Way, Netherton	0.5
MN2.53	Former Lanstar Site, Hawthorne Road, Bootle	1.0
MN2.54	Land at Linacre Bridge, Linacre Lane, Bootle	1.0
TOTAL		7.2

Policy Links

- MN1 Housing and Employment Requirement
- MN3 Land east of Maghull
- MN4 Land north of Formby Industrial Estate
- MN5 Land at Moss Lane, Churchtown
- MN6 Land at Brackenway, Formby
- HC1 Affordable Housing and Special Needs Housing
- HC3 Residential Development and Primarily Residential Areas
- ED3 Existing Employment Area
- NH2 Nature
- NH5 Protection of open space and Countryside Recreation Areas

Explanation

Housing Allocations

- 6.20 The housing allocations identified in this policy will provide the majority of the Local Plan housing requirement. These sites are distributed throughout Sefton, and include brownfield sites, other urban land, and sites previously in the Green Belt. Figure 4.3 (in chapter 4), sets out the number of houses that can be built in each community area in Sefton (plus an additional number from 'windfall' sites that has not been allocated to each community area). Three sites (MN2.4, MN2.5, and MN2.47) are forecast to deliver a total of 488 dwellings beyond 2030.
- 6.21 Many of the sites in the Green Belt which are proposed for development in the Local Plan are located in areas that have (and have historically had) a very limited supply of brownfield land. This applies particularly to Formby and Maghull/Lydiat. The housing allocations will each provide a significant number of new affordable homes, in an area where otherwise very little affordable housing would be built. For example, no affordable properties have been built in Formby between 2002 and 2015, and only 44 have been built in Maghull/Lydiat and Aintree during this period. These settlements have been identified as having amongst the highest need for affordable housing in Sefton (see policy HC1).
- 6.22 Sites in these areas have fewer constraints than affect many urban sites, notwithstanding that many will require considerable investment in infrastructure. The majority of these sites can viably provide the full 30% affordable housing required by Policy HC1 and this will be funded by the developer. The development of these sites therefore offers the opportunity to

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significantly increase the supply of affordable housing in the settlements where need is highest.

- 6.23 These housing allocations also provide the only realistic solution to meeting Sefton's currently deficient '5 year supply position'. Sefton has been unable to demonstrate a 5 year supply of housing since 2010. In addition, these sites will also contribute to meeting the Borough's needs for housing for older people and families, in accordance with the requirements of policy HC2 'Housing type, mix and choice'.
- 6.24 Phasing will not be applied to the proposed housing allocations in this policy. This will ensure that Sefton can identify a 5 year supply as soon as is practicably possible. Actual delivery will be carefully considered as part of the process of monitoring and review.
- 6.25 The allocations have been chosen following a rigorous assessment as part of the Sustainability Appraisal. This process assessed the suitability of these and other sites for development, and also the ability of sites to meet locally specific needs, including affordable housing. The Strategy of the Plan aims to ensure that needs are met as close to the area in which they arise as is possible. However, due to the constraints that exist in certain areas of Sefton this has not been possible for every settlement.
- 6.26 With the exception of sites previously located in the Green Belt or previously identified as Urban Greenspace in the Unitary Development Plan, only sites larger than 1 hectare in size have been identified as housing allocations. Sites with an existing planning permission for housing granted before 1st April 2012 have also not been allocated. The remainder of the Local Plan housing requirement will be met from:
- Dwellings which have been completed since 1st April 2012;
 - Sites with planning permission for housing;
 - Small sites (less than 1 ha in size) identified in the most recent Strategic Housing Land Availability Assessment (SHLAA), and;
 - Unanticipated 'windfall' sites.
- 6.27 The number of houses that could be accommodated on these sites, as set out in the policy, is based on up-to-date information provided by the land owner and/or developer, in accordance with best practice. Where this information is not available, including sites owned by Sefton Council, the site capacity has been calculated generally by applying 35 dwellings per hectare to 75% of the site (assuming the remaining 25% would be required for open space, sustainable drainage systems and landscaping etc).
- 6.28 Four areas of 'Proposed Open Space' are identified on the Policies Map. These areas are adjacent to, and in the same ownership as, proposed housing allocations. New open space will be created at these sites alongside the development of the adjacent housing allocation. All these areas are affected by constraints that severely restrict or preclude residential development. The area identified at Bankfield Lane, Southport (MN2.2) is within the setting of a listed building and the area at Moss Lane, Churchtown (MN2.4) has been identified to maintain the open character of the north east corner as it is within the setting of the North Meols conservation area. The Proposed Open Space at Land adjacent to Dobbies Garden Centre, Benthams Way, Southport (MN2.6) is at greatest risk of surface water flooding. The Proposed Open Space at Andrews Close, Formby (site MN2.20) is in Flood Zone 3. However, these areas are suitable for the creation of open space, which could include new public open

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space, habitat creation, sustainable drainage, or a mixture of these. Their removal from Green Belt would also create a more robust Green Belt boundary in the future.

Strategic Employment Locations

- 6.29 The four Strategic Employment Locations identified in Parts 6 and 9 of this policy are the largest employment sites in Sefton. These sites will be the focus for new large-scale, high quality employment development during the Plan period. It is envisaged that the development of these sites will create a significant number of new jobs, including opportunities for local people.
- 6.30 Each of these locations should provide for a high quality business park to attract significant local and inward investment. In particular, this should include good job outputs in relation to regional job to floorspace averages, a high standard of built development, a quality landscaped setting (both within and at the periphery of the Business Park), and management arrangements to ensure that landscaping is maintained to a high standard.
- 6.31 The Southport Business Park and its extension will continue to be the main location for major new employment development in Southport until the early 2020s.
- 6.32 The Dunnings Bridge Road Corridor incorporates three sites. These are (a) Atlantic Park (16.8 hectares), (b) Senate Business Park (4.2 hectares), and (c) the former Peerless Refinery Site (5.8 hectares). These sites will be the focus for major new employment development in Bootle and Netherton. It is particularly important that these sites provide high quality frontages onto Dunnings Bridge Road.
- 6.33 The proposed Strategic Employment Locations at Land East of Maghull and North of the Formby Industrial Estate, are subject to separate site specific policies (see policies MN3 and MN4) and are expected to be mostly developed after 2020.

Employment allocations

- 6.34 The employment allocations identified in part 11 of this policy are intended to meet the remainder of the Local Plan employment requirement. These sites are located in the Existing Employment Areas (policy ED3).
- 6.35 Many of the allocations identified in this policy will require one or more technical assessments to accompany subsequent planning applications. These may include, for example, transport assessments, site flood risk assessments and Habitats Regulations Assessments.

SITE SPECIFIC POLICIES

- 6.36 A small number of the allocated sites identified in Policy MN2 require site-specific policy guidance. These sites are land to the east of Maghull (see policy MN3), land to the north of Formby Industrial Estate (policies MN4), land at Moss Lane, Churchtown (policy MN5), and at Brackenway, Formby (policy MN6). The following policies set out the site specific issues that the development of these sites needs to address.
- 6.37 All of the sites have the potential to become well connected to the existing motorway network. Access to Land East of Maghull will be improved by the upgrading of Junction 1 of the M58 motorway, allowing vehicles to enter and exit the motorway in both directions. The

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provision of the Maghull North station will also improve accessibility to this site. Access to Land North of Formby Industrial Estate has been improved by the construction of Broom's Cross Road (A5758).

Land east of Maghull

- 6.38 The development of this site will provide a high-quality sustainable urban extension to Maghull. The site will provide a significant proportion of the Local Plan housing (1,400) and employment (20 ha net) requirements, and is suitably located to take advantage of both existing and proposed public transport and road infrastructure. Despite its size, the site is self-contained by both the existing urban area, the Ashworth Hospital complex, and the M58 motorway to the east.
- 6.39 This site is capable of providing a minimum of 1,400 homes, a Business Park, a main park, and other local facilities. There are no alternative sites of this size in the Borough to deliver mixed development of this scale, and which also have the potential for excellent rail and motorway connections.
- 6.40 The following policy is intended to guide the development of this key strategic site to ensure that a high quality mixed use community is created.

MN3 LAND EAST OF MAGHULL

- 1. Land East of Maghull (shown on the Policies Map) is identified as a Strategic Mixed Use Allocation. The development of this site will create a comprehensive high quality, well-designed sustainable urban extension containing integrated, distinctive, safe and secure residential neighbourhoods, a Business Park and improvements to local infrastructure.**
- 2. Proposals for development within Land East of Maghull will only be granted planning permission where they are consistent with a single detailed master plan for the whole site which is approved by the Council. The master plan should accord with this policy and any associated Supplementary Planning Document and may be submitted prior to or with the first application. Planning permissions will be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, open spaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of all phases of development within the site in accordance with the master plan.**
- 3. Proposals for development within this site must demonstrate a comprehensive approach to infrastructure provision (including provision of an appropriate proportion of financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the site). All residential applications within the site must contribute proportionally (on a per dwelling basis) to the following improvements:**
 - a. the expansion of Summerhill Primary School to become a two form entry school**
 - b. the provision of a main park within the site**
 - c. new slip roads at junction 1 of the M58 motorway**
 - d. subsidy of a bus service through the site for a period of 5 years from the practical completion of the distributor road.**

4. No applications for residential or employment development will be permitted until a Supplementary Planning Document relating to this site has been adopted by the Council.
5. The development of the site must provide:
- a. A minimum of 1,400 dwellings, incorporating a range of housing types and tenures to meet identified housing needs. This will include the provision of affordable / special needs housing (policy HC1), and at least 2 dedicated older persons housing schemes (reserved for residents of 55 and over) each comprising at least 25 dwellings.
 - b. A 20 hectare (net) serviced Business Park for office and light industrial (class B1), general industrial, (B2), and storage and distribution (B8) uses. The Business Park will be located adjacent to the site's north eastern boundary as set out in the broad location identified in figure 6.1.
 - c. Small-scale retail and commercial development to ensure the convenience shopping and other needs of new residents are met. This should be no more than 2,000 sq m (gross) in total.
 - d. A new 'main park' within the site located either side of Whinney Brook. This must incorporate an equipped play area, new habitat creation, and provision for outdoor sports.
 - e. A landscaping network including tree planting, buffer zones between employment and housing areas and to the M58 motorway and railway, the strategic paths and cycle routes network.
 - f. A layout that provides:
 - a bus route across the site from School Lane / Maghull Lane in the north to Poverty Lane in the south;
 - a distributor road(s) that encourages residential traffic from the southern part of the site to access / egress via School Lane / Maghull Lane. The distributor road(s) will run from School Lane / Maghull Lane through the site and will cross Whinney Brook; and
 - appropriate separation of commercial and residential traffic
 - g. Walking and cycling routes within and beyond the site linking new and existing residential areas and Business Park to the railway stations, bus services, local shops, open space, and schools. This will include improving existing rights of way within the site, including upgrading the existing Maghull no. 11 footpath to a pedestrian / cycle way
 - h. Effective management of flood risk within the site, including use of sustainable drainage systems. The development of the site will result in the reduction of flood risk on site and to the adjacent railway line. No residential development will be located in Flood Zones 2 or 3 following any watercourse realignment, and
 - i. The long-term management and maintenance of public open space, landscaping, and sustainable urban drainage systems, to be agreed by the Council.

- 6. The following phasing requirements will be applied to ensure that the required infrastructure is provided alongside new development:**
- a. Maghull North station must be operational before the practical completion of the 500th dwelling**
 - b. The southbound on slip and northbound off slip at Junction 1 of the M58 motorway must be constructed before the practical completion of the 500th dwelling**
 - c. No more than 250 dwellings will be served from Poverty Lane and no more than 250 dwellings will be served from School Lane / Maghull Lane, prior to the completion of the internal bus route / distributor road**
 - d. The access into the Business Park from School Lane / Maghull Lane must be constructed to an appropriate standard, servicing into the business park provided, and the landscaping framework to the business park implemented before the practical completion of the 500th dwelling**
 - e. The proposed Business Park must not be occupied until the new slip roads are completed at Junction 1 of the M58**
 - f. The local shopping provision must be constructed and made available for occupancy before the practical completion of the 750th dwelling, and**
 - g. The main park and outdoor sports provision will be provided in a phased manner.**

Policy Links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations
- HC1 Affordable and Special Needs Housing
- HC2 Housing Type, Mix and Choice

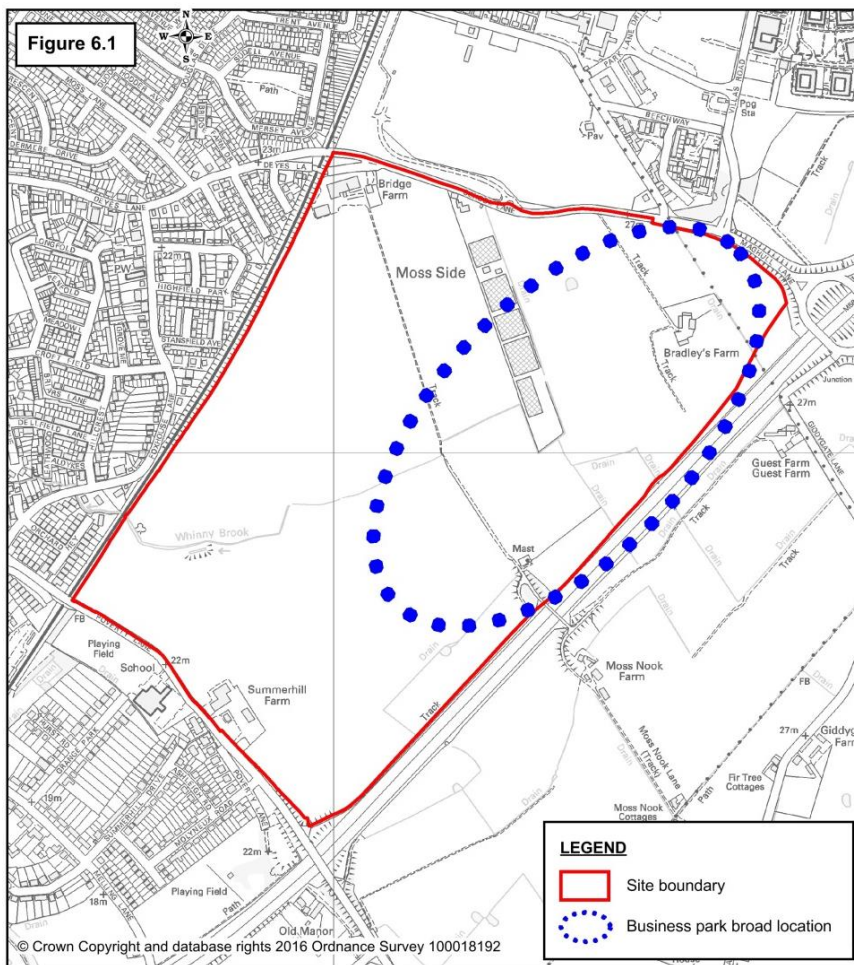
Explanation

- 6.41 Land east of Maghull will provide a sustainable urban extension with major local benefits. These will include a contribution to new slip roads at junction 1 of the M58, a new main park (as set out in the Open Space and Recreation Study and other Council documents), sports provision, local shopping provision, and a 20 ha (net) Business Park. The site will also provide contributions to a range of local infrastructure and services. These will not only benefit the future residents of this site, but also people currently living and working in Maghull. These benefits will be secured through this policy, and through a site-specific Supplementary Planning Document that will be prepared alongside the Local Plan.
- 6.42 Developers of this site are expected to work with the Council and the local community in preparing plans for the development of the site. This should be prior to the submission of a planning application.

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- 6.43 As part of the Liverpool City Region Local Enterprise Partnership (LEP) 'Growth Deal', £5.5m has been allocated in 2015 / 2016 for the provision of new slip roads at Junction 1 of the M58 motorway. These are required to be in place before the Business Park is occupied. In addition, a further £6.2m has been allocated for the provision of the Maghull North station.
- 6.44 The development of this site must provide a minimum 20 hectares (net) Business Park. The net area calculation includes the new employment units, internal roads and internal landscaping. It excludes the landscaped setting to the business park, any main spine road and access points (e.g. a roundabout facilitating access into the site). The Business Park should be located adjacent to the site's north eastern boundary as set out in Figure 6.1.

Figure 6.1 Indicative location of the Business Park



- 6.45 It is intended that residential areas will be developed as a series of planned neighbourhoods in a phased manner, so as to ensure that the appropriate infrastructure is provided alongside the development at the right time. The intention is to create accessible, safe and secure neighbourhoods incorporating high quality design.
- 6.46 The development will be served by new local shopping provision including community facilities that complements the provision in Maghull Town Centre.
- 6.47 New public open space should be provided taking into account the scale and location of the proposed development and policy EQ9 'Provision of public open space, strategic paths and trees'. The location of public open space (including facilities such as equipped play areas,

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outdoor sports provision, strategic landscaping, paths and cycle routes) should also take into account flood risk and its management within the site. It may be, for example, that some surface water or flood storage areas may be acceptable as natural public open space and enhanced habitat.

- 6.48 Proposals should take into account flood risk from all sources within the site and surrounding area, including downstream along Whinney Brook.
- 6.49 The policy sets out the requirements for improving accessibility through the site and to link to the nearby existing and proposed train stations. This will include routes for pedestrians and cyclists linking the residential neighbourhoods together, to the park and local shops, and to the train stations located beyond the site boundary.
- 6.50 A bus route is required through the residential areas to link the north and south of the site, which is capable of enabling the circular bus routes that operate in Maghull to be extended through this site.
- 6.51 The policy also sets out an overview of how the site will be phased, so as to ensure that the Business Park and key infrastructure are provided in a planned manner. As certain residential areas will be developed first, these requirements are linked to the development of specified numbers of houses.
- 6.52 The development will need to make a financial contribution to the enlarging of Summerhill Primary School by an additional form entry. Further guidance is provided in the Infrastructure Delivery Plan.
- 6.53 The Habitats Regulations Assessment (HRA) of the Local Plan requires a site specific HRA for this site, in order to provide appropriate protection to the integrity of the Special Protection Areas/Ramsar sites bird populations. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Sufficient information must be provided with the planning application to enable the Council to make a Habitats Regulations Assessment.

Land north of Formby Industrial Estate

- 6.54 Land to the north of the Formby Industrial Estate has been identified as a Strategic Employment Location under Policy MN2 to meet the medium-to-long term employment needs of north Sefton. This will be a particularly important resource once the Southport Business Park (MN2.50) has been fully developed by the early 2020s. The site is adjacent to Formby, and has excellent links to the strategic road network.

MN4 LAND NORTH OF FORMBY INDUSTRIAL ESTATE

1. Land north of Formby Industrial Estate is allocated as a 'Strategic Employment Location' (as shown on the Policies Map) subject to the following requirements:

- a. The site will be developed for the uses specified in Policy MN2. Subject to a full financial appraisal, the development of a limited number of other uses on part of the site may be acceptable where they are necessary to cross subsidise the delivery of office and light industrial (B1), general industrial (B2) and storage and distribution (B8) uses**

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- b. Replacement habitat, including for water voles, will be provided before development commences**
 - c. The site will be accessed by means of a dedicated signal controlled junction off the Formby Bypass**
 - d. Improved connections will be provided to the wider highway network, including enhanced provision for walking, cycling and public transport**
 - e. Flood risk will be managed effectively and appropriately within the site, including through the use of flood storage areas and sustainable drainage systems, and**
 - f. A landscaping framework will be provided including replacement water vole habitat, appropriate tree planting, and a buffer alongside Downholland Brook.**
- 2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.**

Key policy links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations

Explanation

- 6.55 This site has been identified as a 'Strategic Employment Location' under Policy MN2 and is capable of providing a successor to the Southport Business Park in the medium term. It is located adjacent to Formby and has excellent links to Southport and South Sefton. It will offer job opportunities to both residents of Formby and the wider area.
- 6.56 The development of this site will need to incorporate suitable mitigation and enhancement for the loss of part of a designated Local Wildlife Site, provide replacement habitat for water voles within the site, and create a safe access to the site from the Formby Bypass.

Land at Moss Lane, Churchtown

- 6.57 Land at Moss Lane, Churchtown has been identified as a housing allocation under Policy MN2. The policy below sets out the site specific requirements that will apply to this site.

MN5 LAND AT MOSS LANE, CHURCHTOWN

1. Land at Moss Lane, Churchtown, is allocated for housing (as shown on the Policies Map). Development of this site must:

- a. Provide for the widening of Moss Lane between the Roe Lane/Mill Lane roundabout and the main vehicular access point into the site, to a minimum width of 6 metres with 2m wide footway on the southern side of Moss Lane. This can be achieved within the existing highway and site boundary**
- b. Provide a financial contribution to subsidise the extension of a bus service into the site for at least 5 years**

- c. Provide a loop road arrangement or suitable turning facility within the northern half of the site for the use of bus services
 - d. Provide a layout that provides for mitigation from the operation of the adjacent golf course
 - e. Retain the existing woodland that abuts Moss Lane to the north, and provide for its long term management. The development must also make provision for footpaths through and public access to the woodland area
 - f. Preserve the setting of the adjacent North Meols Conservation Area, and secure a transition to open countryside, by:
 - Providing a 15 metre deep screen of trees along the Moss Lane frontage, between no. 83 Moss Lane and the western edge of Pool House Farm, whilst allowing for a safe vehicular point of access into the development. Existing mature trees around Pool House Farm should be retained and supplemented with additional planting
 - Maintaining the open character of the north east corner of the site, identified as Proposed Open Space on the Policies Map
 - g. Incorporate any necessary flood risk mitigation, and
 - h. Provide habitat creation and management, appropriate tree planting, and a landscaped buffer alongside the Three Pools Waterway.
2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.

Key policy links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations

Explanation

- 6.58 Land at Moss Lane, Churchtown is an 18.3 ha urban extension with the capacity to accommodate around 450 dwellings. The site will make a significant contribution to housing provision in Southport, including towards meeting Southport's high affordable housing need.
- 6.59 A number of improvements are necessary to ensure that the site is accessible to pedestrians, vehicles, and public transport. Whilst the majority of Moss Lane between the Roe Lane/Mill Lane roundabout and the likely main vehicular access point into the site is of adequate width, certain sections will require widening and the introduction of footways. In addition, the existing no. 43 bus service currently terminates at the Roe Lane/Mill Lane roundabout. Merseytravel have confirmed to the Council that the extension of the no. 43 service into the site would be feasible, and that a contribution is required from the developer for a period of 5 years to establish this extended service. The 5 year subsidy period should commence immediately following the construction of the 150th dwelling.

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- 6.60 Southport Old Links Golf Course is adjacent to the site, and a number of holes are close to the proposed development area. The layout of any development in this location should incorporate mitigation to ensure that new properties are reasonably screened from wayward golf balls.
- 6.61 An existing area of woodland (approximately 1.2 ha in size) is located within the northern part of the site. This woodland should be retained and integrated within the development, including provision for footpaths through, and public access into, the woodland area.
- 6.62 The North Meols Conservation Area is located to the north west of the site, and includes the Grade II* listed Meols Hall and its historic parkland. Historically, the Hall was surrounded by open countryside, and whilst its western boundaries have now been subsumed by urban Southport and trees planted to the eastern perimeter, part of the agricultural setting of the estate remains intact. In order to preserve connections between the estate and the countryside, the development of this site must retain and enhance the existing screen of trees and development along Moss Lane. In addition, the area of the site to the east of Pool House Farm must be retained as open space to preserve the open countryside feel of this part of the site.
- 6.63 It is envisaged that the main vehicular point of access will be located between the existing plantation and the western edge of Pool House Farm. Whilst part 1(f) of the policy requires a 15 metre deep screen of trees along part of the Moss Lane frontage, this should allow for a safe point of access into the development, including necessary visibility splays.
- 6.64 The Habitats Regulations Assessment (HRA) of the Local Plan requires a site specific HRA for this site, in order to provide appropriate protection to the integrity of the Special Protection Areas/Ramsar sites bird populations. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Sufficient information must be provided with the planning application to enable the Council to make a Habitats Regulations Assessment.

Land at Brackenway, Formby

- 6.65 Land at Brackenway, Formby has been identified as a housing allocation under Policy MN2. The allocation of this site is intended to provide a high quality extension to the north of Formby that provides a range of local benefits. The policy below sets out the site specific requirements that will apply to this site.

MN6 LAND AT BRACKENWAY, FORMBY

**1. Land at Brackenway, Formby, is allocated for housing (as shown on the Policies Map).
Development of this site must:**

- a. Include a flood risk mitigation scheme that:**
- i) ensures that new dwellings are not at risk from either fluvial flooding in a 1 in 1000 year event, or flooding from any other source; and**
 - ii) ensures that there is no increase in flood risk elsewhere caused by the development; and**
 - iii) significantly reduces the existing surface water flood risk to properties on Hawksworth Drive by directing flood flows away from Eight Acre Brook to new**

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**flood storage areas adjacent to the Formby Bypass; and
iv) is accompanied by a maintenance plan / arrangement that ensures the flood risk mitigation scheme and existing watercourses within the site are maintained in perpetuity**

b. Retain and manage 7.9 ha of grassland and wetland habitats outside of the residential allocation as a buffer zone to the adjacent nature reserve, including additional species enhancement measures. In addition, main water courses within the site (including Wham Dyke) must be maintained and enhanced with watercourse buffer habitats.

c. Include a signal controlled junction onto the Formby Bypass and a through route to a secondary means of access via Paradise Lane.

2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.

Key policy links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations
- NH2 Nature
- EQ8 Flood risk and Surface Water

Explanation

6.66 Land at Brackenway is a 13.7 ha urban extension to the north of Formby that is capable of accommodating around 286 dwellings. This site has the ability to provide substantial benefits to the local area, including mitigating existing flood risk problems, providing a new signal controlled junction onto the Formby Bypass, and major ecological benefits.

6.67 Just under half of the site is in Flood Zones 2 and 3, where ordinarily land would not be allocated for development consistent with the 'Sequential Test'. However, national planning guidance states that in some cases other sustainability criteria can outweigh flood risk issues. In this case, the site can be developed in a way that will substantially reduce existing flood risk, particularly to properties on Hawksworth Drive, and new dwellings can be made safe from flood risk by raising the level of the land. These benefits, in addition to the significant ecological and traffic / highways benefits, justify the allocation of the site.

6.68 The requirements set out above will ensure that the existing surface water flood risk to properties on Hawksworth Drive is significantly reduced. This will be secured by the creation of new flood water storage areas adjacent to the Formby Bypass, improvements to existing defences, and other mitigation measures. The flood risk mitigation scheme implemented as part of the development must be managed and maintained in perpetuity.

6.69 The Habitats Regulations Assessment (HRA) of the Local Plan requires a site specific HRA for this site, in order to provide appropriate protection to the integrity of the Special Area of Conservation/Special Protection Areas/Ramsar sites bird populations. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Information must be provided about the impact of recreational pressure on the integrity of the internationally important nature sites. Sufficient information must be

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provided with the planning application to enable the Council to make a Habitats Regulations Assessment.

- 6.70 The site is part of a larger area which is designated as a Local Wildlife Site (LWS). However, over 50% of the LWS will be lost as a result of this allocation. The management of the remaining 7.9 hectares within the LWS as managed grassland and wetland habitats will provide a major ecological enhancement to the existing LWS site. This will constitute a significant net ecological benefit, despite the smaller size of the remaining LWS. As well as securing ecological benefits, it is anticipated that constructive management of this LWS will also provide the means of reducing recreational pressure on the nearby internationally important nature sites.
- 6.71 A new signal controlled junction must be provided onto the Formby Bypass to provide access into the site. The site layout should provide a secondary access via Paradise Lane. Any route created through the site into Formby should be designed to discourage through traffic.

GREEN BELT & SAFEGUARDED LAND

- 6.72 In addition to stressing the importance of meeting needs, national planning policy also identifies areas where new development should be restricted. The Green Belt is one such area. Whilst the Green Belt has been reviewed in preparing this Local Plan, no further alterations to the Green Belt boundary will be made until a future Local Plan review.
- 6.73 Government guidance states that when Green Belt boundaries are reviewed, there is also a need to identify areas of 'safeguarded land' between the urban area and the Green Belt in the Local Plan, in order to meet longer-term development needs stretching well beyond the end of the plan period. This land is not allocated for development in this Local Plan, and will not be until a future review of the Local Plan.
- 6.74 Policy MN7 sets out how the Council will apply and interpret the requirements of national Green Belt policy, so that the essential characteristics of the Green Belt – their openness and permanence - are preserved.

MN7 GREEN BELT

Extent of the Green Belt

- 1. The extent of the Green Belt in Sefton is defined on the Policies Map.**

Development in the Green Belt

- 2. The construction of new buildings, some changes of use, and other development is generally regarded as inappropriate development in the Green Belt, subject to the exceptions set out in national planning policy. Inappropriate development in the Green Belt will not be approved except in very special circumstances.**

Extensions to buildings and replacement buildings

- 3. National Green Belt policy requirements relating to the extension or replacement of existing buildings will be interpreted as follows:**

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- a. In general, proposals to extend the original building by more than one third (by volume) either individually or cumulatively with other extensions are considered 'disproportionate' and therefore inappropriate in Green Belt; and**
- b. Replacement buildings that are more than 15% larger (by volume) of the existing building(s) are considered inappropriate in Green Belt.**

Key Policy Links:

- Policy MN8 Safeguarded land
- Policy HC4 House Extensions, Houses in Multiple Occupation and Flats
- Policy NH7 Rural Landscape Character

Explanation

6.75 The Green Belt boundaries identified on the Policies Map will only be altered through the review of the Local Plan.

6.76 Development proposals in the Green Belt are subject to the requirements of national planning policy. Whilst the construction of new buildings, some changes of use, and other development is generally regarded as inappropriate in the Green Belt, paragraphs 89 and 90 of the National Planning Policy Framework sets out a number of exceptions to this, as follows:

"89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- *buildings for agriculture and forestry;*
- *provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;*
- *the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- *the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- *limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or*
- *limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*

"90. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- *mineral extraction;*
- *engineering operations;*
- *local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
- *the re-use of buildings provided that the buildings are of permanent and substantial construction; and*
- *development brought forward under a Community Right to Build Order."*

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- 6.77 To provide clarity, an additional local policy interpretation applies to proposals for the extension to, or replacement of, existing buildings in the Green Belt.
- 6.78 National policy requires that extensions to existing buildings must “not result in disproportionate additions over and above the size of the original building”. The threshold of one-third is regarded as achieving the appropriate balance in most circumstances. Any departure from this would need to be clearly justified.
- 6.79 National policy also allows for replacement buildings in the Green Belt “provided the new building is in the same use and not materially larger than the one it replaces”. The threshold of 15% for assessing “materially larger” buildings is regarded as achieving the appropriate balance between modern building requirements and preserving the openness of the Green Belt in most circumstances. Similarly, any departure from this would need to be clearly justified.
- 6.80 In calculating the volume of either the original, existing or proposed building, external measurements of the building(s) must be used. The calculation of volume must include the roofspace, and any extensions to the building. It must not include any parts of the building(s) that are below ground level or the volume of any area enclosed by walls, but which does not have a roof. Outbuildings are not normally considered part of the original building.
- 6.81 “Original” means a building as it existed on 1 July 1948 where it was built before that date.

SAFEGUARDED LAND

- 6.82 National planning policy advises that when defining Green Belt boundaries, local authorities should identify areas of Safeguarded Land between the urban area and the Green Belt in order to meet longer term development needs. Safeguarded land is not allocated for development at the present time.

MN8 SAFEGUARDED LAND		
1. The following areas are identified as safeguarded land and are identified on the Policies Map:		
Site Ref.	Location	Area (ha.)
MN8.1	Land at Lamshear Lane, Lydiate	33.9
MN8.2	Land adjacent to Ashworth Hospital, Maghull	15.1
2. Development on Safeguarded Land will only be permitted where the proposal is:		
<ul style="list-style-type: none"> a. necessary for the operation of the existing use(s); or b. for a temporary use that would retain the open nature of the land and would not prejudice the long term ability to redevelop the site to meet future development needs. 		
3. In all other instances, the development of Safeguarded Land will only be permitted following the adoption of a replacement Local Plan which allocates the development of any of these areas.		

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Key Policy Links:

- Policy MN7 Green Belt
- Policy NH7 Rural Landscape Character

Explanation

- 6.83 Safeguarded Land is land between the existing urban area and the inner boundary of the Green Belt. The sites identified as Safeguarded Land may be required to meet longer-term development needs beyond the current plan period.
- 6.84 Safeguarded Land is not allocated for development at the present time, and planning permission for the permanent development of these sites will only be approved following the completion of a review of the Local Plan that allocates the land for this development. In the meantime, Safeguarded Land will continue to be protected from development until such time as it is required. Only development that is necessary for the operation of existing uses, or a temporary use that would not prejudice the long-term development of the site, will be permitted on Safeguarded Land.
- 6.85 The two areas of Safeguarded Land have a combined potential capacity for around 1,000 dwellings. In addition, it is assumed that some 318 dwellings at site MN2.5 Crowland Street, Southport, 90 dwellings at site MN2.2 Land at Moss Lane, Southport, 80 dwellings at site MN2.47 Land East of Maghull, and 263 dwellings at Town Lane, Southport (permission ref S/2012/0400) will be delivered after 2030 due to likely market take up rates. This land, with a total estimated capacity of some 1,750 dwellings, will ensure that the proposed Green Belt boundary will endure in the longer term, beyond the current Local Plan period, though no specific time horizon is identified as to when that will be.
- 6.86 The Habitats Regulations Assessment (HRA) of the Local Plan requires a site specific HRA for site MN8.1 Land at Lambshear Lane, Lydiate, in order to provide appropriate protection to the integrity of the Special Protection Areas/Ramsar sites bird populations. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Sufficient information must be provided with the first planning application for the development of this site to enable the Council to make a Habitats Regulations Assessment.

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CHAPTER SEVEN ECONOMIC DEVELOPMENT AND REGENERATION

- 7.1 The Local Plan aims to support job creation, investment, and economic growth in Sefton. In particular it identifies key sites to facilitate major new investment (see policy MN2) and policies to ensure the needs of local businesses are addressed (see policy MN1). The Local Plan also aims to support the growth of the Port of Liverpool, including access to the expanded port. The growth of the Port as a facility to serve the north of England and beyond is a priority for the Liverpool City Region (policy ED1).
- 7.2 In addition to identifying new development sites, the Local Plan also seeks to ensure that the Borough's main business parks and industrial estates are retained and improved to provide a continuing supply of employment sites. This is particularly important given that Sefton has the smallest amount of designated employment land of any Liverpool City Region authority, despite having the third largest population. Whilst many small and poor quality industrial sites have been, and will continue to be, redeveloped for housing, the key employment areas are identified as 'Existing Employment Areas' under policy ED3 and reserved for employment generating uses.
- 7.3 Economic growth and new investment are closely linked to the provision of new housing. The total housing provision envisaged in Policy MN1 will not only support construction and related jobs in Sefton, but will also provide jobs for the Borough's resident workforce. The proportion of people of retirement age and above living in Sefton is projected to increase significantly, and therefore Sefton's resident workforce will decrease over the duration of the Local Plan. The housing requirement in policy MN1 will also help to ensure the reduction in the workforce is minimised. In addition, a large number of people commute out of Sefton, particularly to Liverpool. Whilst this in part reflects the longstanding 'commuter belt' role of some parts of Sefton, it also reflects the relative lack of higher paid jobs in Sefton. The identification of Strategic Employment sites (policy MN2) in the Plan will provide opportunities to attract and retain high quality jobs in Sefton.
- 7.4 Town, district and local shopping centres are vitally important to the local economy and to the identity of Sefton's different settlements. Town Centres nationally have experienced difficulties since the onset of recession in 2008, which has led to higher town centre vacancy rates and the collapse of some well-known high street names. Whilst this has partially been caused by lower consumer spending, the rise of internet shopping has also had a significant effect in restructuring national shopping patterns. The Local Plan seeks to maintain town centres as the focus for new retail development, and also to support a wider variety of uses. This will allow town centres to develop new roles given the continuing decline in the amount of spending on the high street. In addition to this general approach, a number of centres have been particularly affected in recent years, or have specific issues that need to be addressed. These centres – Bootle, Southport, Crosby, Maghull and Seaforth – are highlighted as Regeneration Areas in policy ED6.
- 7.5 Regeneration has long been a Council priority, and over the last decade millions of pounds have been spent on regeneration projects in Sefton. In Southport this has included numerous projects such as the restoration of Kings Gardens, the refurbishment of the Cultural Centre and Southport Market, and improvements to Lord Street. There has also been significant investment in Bootle including the remediation and redevelopment of several derelict former industrial sites and areas of obsolete housing along Hawthorne Road and Stanley Road. However, there are still many regeneration challenges in these and other areas to be addressed through this Plan.

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THE PORT AND MARITIME ZONE

- 7.6 The growth of the Port of Liverpool and its integration with the Manchester Ship Canal (to Salford) will bring major economic benefits for the Liverpool City Region and the wider national economy by increasing opportunities for trade with the rest of the world, including key markets in the Far East and the Americas.
- 7.7 The expansion of the Port of Liverpool is one of the key elements of the Liverpool City Region Local Enterprise Partnership (LEP)'s vision for a Superport, a global freight and logistics hub across the City Region and is a corporate priority for Sefton Council. Superport is one of the LEP's four "transformational priorities" and a major part of the Growth Deal with Government. The expansion of the Port of Liverpool is recognised as a key opportunity to stimulate growth in the region. Taking advantage of its central location in the UK, and being situated in the largest economic region in the UK outside of London, the Port is ideally located to move people and freight both at the lowest possible cost and with fewest carbon emissions.
- 7.8 The growth of the Port will be facilitated by the construction of the Seaforth River Terminal (Liverpool 2), a deepwater container terminal in Sefton. The first phase and the first berth opened in a phased manner throughout 2016 and will enable the Port to accommodate super-tankers and container ships more than three times the size of those which can currently use the Port (13,500 TEU as opposed to 3,500 TEU).
- 7.9 The main operational area of the Port lies in Sefton, although it also extends into the Liverpool and Wirral administrative areas. The main land-based routes to and from the Port are located in Sefton. For the Port to be successful, it needs to have good transport access links by rail, road and water (including increased use of the Manchester Ship Canal and 'short sea shipping'). The Liverpool City Region authorities are working with the private sector and Government agencies to improve access by rail and water to the Port to support its anticipated growth. However, despite these improvements the majority of freight coming through the port will still be transported by road. Dunnings Bridge Road (A5036T) currently carries approximately 70% of the Port's overall external road traffic. The Access to Port of Liverpool Study (November 2011) identified a longer term need (after 2020), for major new road improvements in Sefton to meet the forecast demand for road access to the Port. The need for improved access to the Port of Liverpool was a key element of the Liverpool City Region Growth Deal. This led to the inclusion of a scheme to improve highway access to the Port of Liverpool in the Road Investment Strategy published by the Department for Transport in December 2014.
- 7.10 The Port expansion will create significant job opportunities for both Sefton residents and for communities across the Liverpool City Region, both directly at the Port and through a wide range of other businesses which depend on goods brought in and out of the Port. However, a consequence of this growth is that there will be a significant increase in the demand for high quality employment land across the Liverpool City Region.
- 7.11 The scope for meeting this need will be assessed at the sub-regional level (see paragraph 4.44). Given the economic importance of this issue to the economy of the Borough, the Council is committed to an early selective review of this part of the Plan, if required, to respond to the consequences of such a decision.

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- 7.12 As well as the significant economic benefits and opportunities provided by the Port, there are potential negative environmental impacts resulting from its operation, including noise, dust and odour, on local communities. Sefton and the Liverpool City Region authorities are working with the Port's owners and the local community to ensure that these impacts are reduced and mitigated. The planning process provides one tool to manage these impacts; however other partners and agencies will also have roles to play.

ED1 THE PORT AND MARITIME ZONE

1. Development and re-structuring will be permitted in the Port and Maritime Zone (as shown on the Policies Map) including the expansion of the operational port area to the A565 (Derby Road, Rimrose Road and Crosby Road South), provided that the following criteria are met:

- a. The development is a port-related activity and does not prevent the comprehensive redevelopment of the area for such purposes
- b. Buildings are suitably designed so that they integrate into and respect the surrounding natural, built and historic environment
- c. Appropriate landscaping and/or screening and other forms of mitigation are provided to minimise the impact of the development on sites which abut the landward edge of the Port and Maritime Zone
- d. The development is designed to encourage walking and cycling, and has incorporated, where possible, water and rail as alternatives to road transport
- e. Appropriate mitigation is included that ensures that impacts resulting from noise, dust, smells or other forms of pollution on the amenity of other occupiers within the area and on adjacent communities are mitigated and minimised, and
- f. For development which is outside the Seaforth Nature Reserve, but within the remainder of the Port and Maritime Zone including any expansion of the operational port area to the A565, it can be demonstrated that there are no likely significant effects on the Mersey Narrows and North Wirral Foreshore and Liverpool Bay Special Protection Areas and other internationally important nature sites.

2. The expansion of the operational port area onto all or part of the Seaforth Nature Reserve will not be permitted unless the proposals:

- a. Demonstrate both that there are:
 - No alternative sites available, and
 - 'Imperative reasons of overriding public interest' as to why the development should be permitted in this location, and subsequently
- b. Provide suitable compensatory habitat and necessary mitigation for an appropriate period to end once monitoring confirms that the compensatory habitat is performing a function identical to that of Seaforth Nature Reserve, and
- c. Demonstrate that there are no likely significant effects on the Mersey Narrows and North Wirral Foreshore and Liverpool Bay Special Protection Areas and other internationally important nature sites.

3. Improvements to access will be required to support the expansion of the Port. This may require a new road and /or substantial improvements to the surrounding highway network beyond the Port area, as well as other modes of transport, specifically rail.

4. Planning conditions and / or legal agreements will be used to ensure appropriate compensation, mitigation, infrastructure and appropriate local economic, environment and community benefits are secured and provided both within and beyond Sefton.

Policy links

- IN2 Transport
- NH2 Nature

National /regional context

- Liverpool City Region Superport Action Plan 2011-2020
- Liverpool City Region Offshore Wind energy Hub, 2011
- Liverpool City Region Growth Deal, 2014
- Road Investment Strategy, 2014
- The Access to the Port of Liverpool Study 2011

Explanation

- 7.13 Liverpool2 has doubled the Port's existing container capacity and made it one of the country's best equipped and connected terminals. There are a number of legal agreements in place to ensure the impacts arising from this development are mitigated.
- 7.14 The current road access to the Port is constrained due to traffic congestion at peak times and will need to be improved during the plan period. The area adjacent to the main entrance to the Port suffers from poor air quality. It is recognised that major road improvements to facilitate port access will be required in the long term. A scheme has been included in the Road Investment Strategy, and Highways England commissioned an Options Identification and Assessment study, which was consulted on in early 2017. Highways England are expected to report the results of the consultation in the summer of 2017.
- 7.15 The Canada Dock Rail Connectivity Study (April 2015) was prepared on behalf of Merseytravel and the Homes and Communities Agency to identify options for reconnecting the Southern Zone of the Port of Liverpool to the railway network. The study recommended that land associated with the former Canada Dock Branch Line should not be safeguarded, and that reinstating the route would be a costly and operationally unsatisfactory option. The study concludes that rail connectivity could be improved most effectively by extending the existing rail line south from Alexandra Dock. The viability of this proposal will be assessed in greater detail within the emerging Port Master Plan and Long Term Freight Strategy and as part of the Duty to Cooperate associated with an early review of the Local Plan
- 7.16 Network Rail is bringing forward proposals that will improve the rail freight capacity on the Bootle Branch Line into the Port of Liverpool, which will accommodate increased rail freight movements associated with the increase in biomass imports for energy generation and with the growth in container movements that will result from the opening of Liverpool2.
- 7.17 In 2011, Peel Ports consulted on the draft Mersey Ports Master Plan which sets out its future development intentions. In addition to Liverpool2, the proposals include an eastward expansion to the A565 in Bootle and Liverpool and development on the Seaforth Nature Reserve, part of which would provide a rail link to Liverpool2. The former will require the relocation of a number of existing businesses, and this has been taken into account in the

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Council's Employment Land and Premises Study. As the latter is an internationally protected nature conservation site, 'appropriate assessment' under the Habitats Regulations will be required to agree what is needed before this area can be developed.

- 7.18 The Seaforth Nature Reserve is part of the Mersey Narrows and North Wirral Foreshore Ramsar Site and Special Protection Area. As such, it is internationally important for nature conservation and is part of the Natura 2000 network of international nature sites. Under the Conservation of Habitats and Species Regulations 2010 as amended, the Council has a duty to prevent adverse effects on the integrity of sites of international nature importance. This includes sites within or outside Sefton, such as Liverpool Bay Special Protection Area. As development at Seaforth will result in direct land take in relation to the Mersey Narrows and North Wirral Foreshore Special Protection Area and Ramsar site, along with other effects identified in the Habitats Regulations Assessment of the Local Plan, adverse impacts cannot be ruled out at the Plan stage. As a result it will be necessary to consider alternatives and imperative reasons of overriding public interest before considering compensation measures (Regulations 62 and 66 of the Habitats Regulations, respectively). Accordingly the policy, especially section 2, is clear that planning permission will not be granted for port related development at Seaforth Nature Reserve unless the necessary requirements of the Habitats Regulations can be met. Any compensatory habitat will have to have the same functions as would be lost at Seaforth Nature Reserve. An agreement will need to be in place, before development commences, to protect the adjacent internationally important sites at Crosby, and beyond, including the Sefton Coast Special Area of Conservation (SAC), the Ribble and Alt Estuaries Special Protection Area (SPA) and Ramsar site, other parts of the Mersey Narrows and North Wirral Foreshore SPA and Ramsar site and Liverpool Bay SPA. This may include specific monitoring and/or mitigation or compensation. More information is set out in the Habitats Regulations Assessment of the Local Plan.
- 7.19 Atlantic Gateway's Business Plan highlights the need for improvements to the environment of the area surrounding the Port. Many developments within the Port do not need planning permission and the Town and Country Planning (General Permitted Development)(England) Order 2015 and any subsequent amendments must be consulted. Where planning permission is required, the Council will use planning conditions to limit the effects of noise, dust, smells or other forms of pollution on local communities, and where possible seek local improvements to the environment. Where development does not require planning permission, the Council may still be able to address other impacts on local amenity by other legislation e.g. public health.

RETAIL, LEISURE AND OTHER TOWN CENTRE USES

- 7.20 Nationally, there has been limited growth in retail expenditure in recent years although forecasts from the Office for National Statistics indicate consumer spending will recover reasonably strongly from 2015. High street spending is currently predicted to grow but more modestly compared with overall spending. These trends are closely linked to the continued growth of the UK on-line retail sector, and other forms of special forms of trading (e.g. mail order, telephone sales etc), and levels of disposable income. To address these challenges, a flexible approach to town centre policies and strategies will be required. The historical function of the town centre has been primarily for retailing and this will continue. However, it will be increasingly necessary for centres such as Bootle and Southport to be supported by complementary non retail uses, including offices, food and drink, and other uses. That noted, changes of use from retail (Class A1) to other uses within the designated Primary Shopping

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Area will need to be carefully considered in terms of the impact on retail function, character, and vitality and viability of the centre as a whole.

ED2 RETAIL, LEISURE AND OTHER TOWN CENTRES USES

1. Retail, leisure and other main town centre uses² will be directed towards the Borough's existing centres as shown on the Policies Map in accordance with the following hierarchy:

Town Centres:	Bootle and Southport
District Centres:	Crosby, Formby, Maghull and Waterloo
Local Centres:	Ainsdale, Birkdale, Churchtown, Netherton and Old Roan

Planning permission will only be granted for development which is appropriate to the role and function of each centre.

Sequential Test

2. Proposals for all retail, leisure and other town centre uses will be subject to a sequential approach to development. This will require applications for town centre uses to be located firstly in:

- a. Primary Shopping Areas (retail uses only), then**
- b. Town, district and local centres (in accordance with the hierarchy in part 1), then**
- c. Edge of centre locations, and**
- d. Only if suitable sites are not available should out of centre sites be considered.**

When considering new proposals in out of centre locations, preference will be given to accessible sites that are well connected to a defined centre in accordance with part 1 of the policy. For retail uses, if there are no accessible out of centre sites that are well connected to a defined centre, preference will be given to the existing retail parks³ (as shown on the Policies Map).

Impact Test

3. For retail, leisure and office use proposals, impact assessments will be required to accompany planning applications at the locations identified below based on the floorspace thresholds:

- a. outside of the Primary Shopping Areas (for retail) or the town, district and local centres (for leisure and office uses) impact assessments will be required for development which proposes more than 500m² gross floorspace;**
- b. within 800 metres of the boundaries of the district centres, an impact assessment will be required for development which proposes more than 300m² gross floorspace; and**
- c. within 800 metres of the boundaries of the local centres, an impact assessment will be required for development which proposes more than 200m² gross floorspace.**

² As defined in NPPF Annex 2

³ Aintree Racecourse Retail Park and Grand National Retail Park in Aintree, Switch Island Leisure Park, Netherton and Meols Cop, Ocean Plaza and Kew Retail Parks in Southport

Where more than one impact threshold applies, the lower impact threshold will take precedence. All proposed retail, leisure and offices uses which exceed the above local impact threshold test (part 3) should demonstrate:

- d. that they would not have a significant adverse impact on the delivery of existing, committed, and planned public and private investment within any existing defined centre; and
- e. that no significant adverse impact on the vitality and viability of any existing centre will arise from the proposed development, including to local consumer choice and trade in defined centres and the wider area, for up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed for up to ten years from when the application is made.

Subject to the above, impact assessments may also be required in other circumstances, including where a change of use or variation of conditions from one form of retail development to another is proposed and could materially affect local shopping patterns.

4. Within Primary Shopping Areas as shown on the Policies Map proposals for non-retail uses compatible with a town centre location, will be permitted providing that:

- a. the overall retail function of the Centre would not be undermined;
- b. the use would make a positive contribution to the overall vitality and viability of the Centre; and
- c. it would not result in an unacceptable cluster of non-retail uses.

Within the primary retail frontages identified on the Policies Map, it is expected that 70% of units should fall within the A1 (retail) Use Class.

Applications within primary and secondary frontages at the town and district centres shown on the Policies Map which would result in the loss of an active ground floor use will not be supported.

5. Residential development and other non-town centre uses will be permitted, if they do not compromise the vitality and viability of the centre or parade, in:

- a. defined town and district centres (outside Primary Shopping Areas) and local centres, or
- b. upper floors of buildings in the Primary Shopping Area, or
- c. local shopping parades.

Careful design is required to ensure residential development and other uses are compatible and complement each other.

Bootle and Southport Town Centres

6. Bootle Town Centre is the main focus for local convenience and comparison retail development and other town centre uses in the south of Sefton. Southport Town Centre is the main focus for comparison and convenience retail development, cultural, education, office and leisure development in the north of Sefton.

Development in District and Local Centres

7. The District and Local Centres are the main focus for retail development to serve local convenience shopping needs.

In Crosby and Maghull District Centres, a more significant scale of retail redevelopment will be supported where it contributes positively to the regeneration of these centres, consistent with policy ED6 Regeneration Areas.

Local Shopping Parades

8. Non-retail development within local shopping parades which are not retail centres in their own right, will be permitted provided that:

- a. a vacant property is brought back into beneficial use, and**
- b. the overall provision of facilities in the local area or the appearance of the local shopping parade is not harmed, and**
- c. the development would have no unacceptable impact on the amenity of surrounding/neighbouring uses.**

For the purposes of this policy, a shopping parade is defined as groupings of four or more consecutive retail units or four retail units in any six units.

Policy links:

- ED6 Regeneration Areas
- ED7 Southport Central Area
- ED11 Crosby Centre

Explanation

7.21 This policy sets out the requirements for development in town, district and local centres, and for proposals for main town centre uses. These are defined in national planning policy as:

- Retail
- Leisure
- Offices
- Entertainment facilities
- More intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- Arts, culture, and tourism development (including theatres, museums, galleries, concert halls, hotels, and conference facilities)

7.22 The 2015 Retail Strategy Review (RSR) identifies no immediate capacity for additional convenience shopping floorspace in North Sefton, with a limited capacity arising in the longer term up to 2030. For South Sefton, the RSR forecasts a more significant capacity for additional convenience shopping floorspace in both the short and medium term, providing potential investment opportunities to support future development in Bootle, Crosby and Maghull.

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- 7.23 The RSR identifies no significant overall need for new comparison floorspace within the Borough in the period up to 2020, with additional capacity for comparison goods floorspace predicted to arise in the latter half of the plan period. The reuse of existing vacant floorspace is expected to absorb some of this identified capacity. The RSR forecasts the majority of the arising comparison floorspace need will be in North Sefton. To reflect this, additional floorspace for comparison shopping would be supported in principle in Southport Town Centre, particularly where it would improve Southport's market share or reuse existing floorspace. Similarly in South Sefton, notwithstanding the availability of capacity in the south of the Borough, any proposed new floorspace should be focused towards the Borough's defined centres in accordance with the sequential approach and the Retail Strategy.
- 7.24 The RSR's forecasts will be reviewed regularly to help provide an up to date assessment of the retail needs and capacity within the Borough, and help to address any uncertainties in predicting how the retail sector will perform over time given its fluidity in recent years.
- 7.25 The sequential test and impact assessment should be undertaken in a proportionate and locally appropriate way, and ideally agreed at pre-application stages, drawing on and sharing existing information where possible. The applicants and the Council should seek to agree the scope, key impacts for assessment, potentially alternative sites and the level of detail required in advance of applications being submitted.
- 7.26 A flexible approach is necessary for district and local centres if they are to maintain their vitality and viability. Other uses will be considered positively where they contribute to the overall vitality and viability of a centre.
- 7.27 Shopping parades will continue to perform a local convenience function. Whilst the majority of the parades perform well, a proportion of them are vulnerable and performing poorly. The policy seeks to ensure that those parades that are performing less well will be supported in improving or, if this is not possible, in achieving acceptable complementary uses.
- 7.28 It is recognised that the role and function of some shopping parades, whilst not retail centres in their own right, will need to change over time and this may mean that complementary uses will need to be encouraged either for individual retail units or, exceptionally, for whole shopping parades.

EXISTING EMPLOYMENT AREAS

- 7.29 The Existing Employment Areas represent the main industrial estates and business parks in the Borough. These areas contain the Employment Allocations identified in policy MN2 and other land that is suitable for new employment development.
- 7.30 Sefton has the smallest amount of designated employment land of any Greater Merseyside authority, and it is therefore important to protect the 'Existing Employment Areas' for employment uses. This will ensure that sufficient land is available to support local businesses and to attract new investment into the Borough.

ED3 EXISTING EMPLOYMENT AREAS

1. The Existing Employment Areas as shown on the Policies Map are suitable for the following uses:

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- a. **Office and light industrial (class B1)**
- b. **General Industrial (class B2)**
- c. **Storage and distribution (class B8)**

2. Other uses will only be permitted where:

- a. **They are small scale or ancillary to the above uses, and would not prejudice the operation of Class B1, B2, or B8 uses within the Existing Employment Area, or**
- b. **The land/premises are currently vacant and have been continuously and actively marketed for B1, B2 or B8 uses for at least 12 months (starting from the date the site became vacant) at a reasonable market rate (i.e. rent or capital values) and it has been demonstrated in a formal marketing report that there is no reasonable prospect of the site being used for employment use, or**
- c. **There would be a significant community benefit that would outweigh the loss of the employment land/premises.**

3. Development within the Existing Employment Areas must not:

- a. **Significantly harm the amenity of any nearby residents, and**
- b. **Significantly harm the general environment.**

Policy Links

- MN2 Housing, Employment, and Mixed Use Allocations

Explanation

7.31 This policy seeks to retain land for employment uses, and to restrict non-employment uses, within identified Existing Employment Areas. These areas comprise the main established industrial estates and business parks in the Borough and are an important resource for local businesses. Given Sefton's relatively short supply of employment land, the retention of these areas for employment purposes is important. New office and light industrial (Class B1), general Industrial (Class B2), and storage and distribution (Class B8) uses are acceptable in principle in these areas. When marketing a site both the marketing process and the outcome must be demonstrated to the satisfaction of the Council. Other uses may be permitted where they meet the policy requirements set out above.

MIXED USE AREAS

7.32 The Mixed Use Areas identified on the Policies Map are not characterised by a single type of use. They are areas that contain a range of uses, and where a range of uses may be appropriate, dependent on the character of the site and adjacent uses.

ED4 MIXED USE AREAS

1. The Mixed Use Areas listed below and shown on the Policies Map are suitable for the following types of development: office and light industry, health and educational uses, civic and community facilities, and other uses that are compatible with the character of the area.

- a. **Bootle Commercial Area**
- b. **Land at Copy Lane, Netherton**
- c. **Land to the West of Ormskirk Road, Aintree**

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- d. Switch Island, Aintree**
- e. Land at Hawthorne Road / Church Road, Bootle**

2. Residential development will be permitted where an acceptable residential environment can be achieved, consistent with other Plan policies. This should have regard to any adjacent non-residential uses.

Policy Links

- ED5 Tourism
- ED6 Regeneration
- ED8 Southport Seafront
- NH2 Nature

National /regional context

- LCR Visitor Economy Strategy to 2020 (2009)

Explanation

- 7.33 The Bootle Commercial Area is dominated by high rise 1960's and 1970's office buildings. Demand for office uses in this area is likely to reduce over the Plan period and a new role will need to be established for this area, consistent with Policy ED6 'Regeneration Areas'.
- 7.34 The Copy Lane Mixed Use Area contains a police station, hotel and a sports and rehabilitation centre. It is not envisaged that the make-up of this area will change significantly during the Plan period.
- 7.35 The area of land located between Ormskirk Rd and the Liverpool / Ormskirk railway at Aintree contains a variety of uses. It is not anticipated that the current mixture of land uses will significantly change during the Plan period.
- 7.36 Both of the Switch Island and Hawthorne Road / Church Road Mixed Use Areas are dominated by large superstores. The potential for further development is therefore limited.

TOURISM IN SEFTON

- 7.37 Tourism is an important element of the economy of Southport and Sefton as a whole. Many people are employed directly in tourism-related jobs, and tourism generates demand for new and additional services that lead to the creation and growth of businesses. Southport is the main focus of tourism in Sefton. Over the last decade, more than £200 million has been invested in the infrastructure of Southport's visitor economy, which supports over 4000 full time equivalent jobs.
- 7.38 Aintree Racecourse (the home of the 'Grand National'), Crosby Coastal Park and the Antony Gormley 'Another Place' iron men statues, and the Formby coast are also important. The Leeds and Liverpool Canal and strategic paths such as the Trans Pennine Trail and Sefton Coast Path have a tourism as well as more local leisure role.
- 7.39 The aims for tourism in Sefton are set within the context of the 'Liverpool City Region Visitor Economy Strategy to 2020' and the 'Southport Visitor Economy Strategy', and are corporate

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priorities for Sefton. They recognise and seek to enhance existing strengths of tourism in Southport, as part of economic growth and regeneration for Sefton and the City Region.

- 7.40 These strategies are set within the context of the need to limit visitor pressure on the Sefton Coast to make sure that there are no adverse effects on the integrity of its internationally important nature sites.

ED5 TOURISM

Strategic Tourism Locations

1. Tourism development will be supported in the following locations as shown on the Policies Map, subject to there being no adverse effects on the integrity of sites of international nature conservation importance, other natural and heritage assets, or other Local Plan policies:

- a. **Southport Seafront and Southport Central Area**
- b. **Crosby Coastal Park**
- c. **Aintree Racecourse**
- d. **Adjacent to the Leeds and Liverpool Canal.**

Other Tourism Development

2. Elsewhere sustainable tourism development will be supported in principle where it relates to location-specific tourism assets and is consistent with other Local Plan policies.

Policy links:

- MN7 Green Belt
- ED7 Southport Central Area
- ED8 Southport Seafront
- ED9 Southport Marine Park
- ED10 Aintree Racecourse
- NH2 Nature
- NH4 The Sefton Coast
- Chapter 11 Natural and Heritage Assets Policies

National /regional context

- Liverpool City Region Visitor Economy Strategy to 2020, 2009

Explanation

- 7.41 The areas listed in the policy are amongst the most important areas for tourism in Sefton. Southport Seafront, Southport Central Area, Crosby Coastal Park, Aintree Racecourse and the Leeds and Liverpool Canal are shown on the Policies Map.

- Crosby Coastal Park covers the coastal area of public open space from Hightown to the boundary with the Liverpool Freeport at Waterloo and Seaforth. Its attractions include 'Another Place', Crosby Marine Lane, Crosby Lakeside Adventure Centre, the extensive play area south of South Road and formal gardens within Waterloo Conservation Area
- Aintree Racecourse includes the main stands and facilities and other leisure and tourism facilities on the Ormskirk Road frontage, as well as the racecourse itself which lies mostly within the Green Belt

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- The Leeds and Liverpool Canal passes through or adjacent to the built up area in Bootle, Litherland, Netherton, Aintree, Melling, Maghull and Lydiate, although part of the canal is in the Green Belt
- Policies ED6 'Regeneration Areas', ED7 'Southport Central Area' and ED8 'Southport Seafront' provide a more detailed overview of the policy approach to development within Southport Seafront and Southport Central Area.

- 7.42 Other Local Plan policies with which tourism development must be consistent include those listed above, as well as policy MN7 'The Green Belt' and other policies. For example, many sites in these locations are also Local Wildlife Sites or may raise other nature conservation or heritage issues.
- 7.43 Other tourism areas or assets in Sefton include Frank Hornby's legacy, links golf courses on the Sefton Coast, the National Trust's site at Formby Point and other informal recreation located on the Sefton Coast. This policy, together with Policy NH4 'The Sefton Coast' and other relevant Local Plans policies, provide the framework for assessing development proposals on the Coast.

REGENERATION AREAS IN SEFTON

- 7.44 This policy identifies the priority regeneration areas and sites in Sefton. The policy is in three parts: regeneration in Bootle, the regeneration of town / retail centres, and regeneration of the Dunning's Bridge Road Corridor, Netherton.
- 7.45 In Bootle, significant progress has been made over the last 10 years in redeveloping derelict former industrial land and obsolete housing stock. However, a number of problematic sites remain that would benefit from redevelopment. In addition, Bootle Central Area (incorporating the Strand Shopping Centre and the Office Quarter) is dominated by 1960s buildings, is in need of new investment so as to respond to both new requirements and changing demand for business space.
- 7.46 Additionally, four centres in Sefton are identified as priorities for regeneration – Southport, Crosby, Maghull, and Seaforth. These four centres each experience different issues, and all require particular attention. Both Southport and Crosby Centres are subject to separate more detailed policies later in this chapter (Policies ED7, ED8, ED9 and ED11).
- 7.47 The Dunning's Bridge Road Corridor is a concentration of industrial estates and large development sites that are ideally located for major new investment and employment generation. These sites are also located within an area of high unemployment, and therefore have the potential to provide significant local job opportunities. Within the Dunning's Bridge Road Corridor are three major development sites that are identified as 'Strategic Employment Locations' in policy MN2 (MN2.48).
- 7.48 All the regeneration areas identified in this policy contain vacant and under-used 'brownfield land'. The re-use and redevelopment of this land for modern high-quality development is central to the regeneration of these areas, and is a priority for the Local Plan.

ED6 REGENERATION AREAS

The following areas are identified as priorities for regeneration in Sefton and are shown on the Policies Map.

1. Regeneration in Bootle

The Council is committed to the regeneration of Bootle, including both the redevelopment of derelict and vacant land and buildings throughout Bootle, and the regeneration of the Bootle Central Area.

a. Bootle Central Area

The regeneration objectives for Bootle Central Area include:

- i. The refurbishment, re-use or redevelopment of vacant office blocks and other vacant /under-used land for appropriate new uses, consistent with Policy ED4 'Mixed Use Areas';
- ii. The refurbishment and re-use of Listed and historic buildings in and around Bootle Town Hall;
- iii. The focusing of new retail development within Bootle Town Centre;
- iv. The development of new restaurants, leisure facilities, hotels, and other appropriate uses within the Central Area, subject to policy ED2 'Retailing, Leisure and other Town Centre Uses';
- v. The expansion of Hugh Baird College and its campus; and
- vi. The development of new buildings of an appropriate scale and mass on the Stanley Road frontage.

b. Regeneration Opportunity Sites

The following sites are allocated as Regeneration Opportunity Sites:

- i. 501 – 509 Hawthorne Road, Bootle – 5.2 ha
This site is suitable for housing development. Partial development for other uses will be permitted where this does not prevent the development of the remainder of the site for housing, and where the proposed uses are compatible with a residential environment.
- ii. Former Gasworks Site, Marsh Lane, Bootle – 6.3 ha
The redevelopment of this site for appropriate uses will be permitted where it can be demonstrated that:
 - the proposed use is compatible with the adjacent residential area
 - the proposed use provides a significant regeneration benefit to the area, and
 - any partial redevelopment would not prejudice the development of the remainder of the site.

2. Regeneration of Centres

The regeneration of town centres is a priority for Sefton. Development within the following centres, as shown on the Policies Map, should make a positive contribution to the regeneration of the centre:

a. Central Southport

The regeneration of the Southport Central Area and Seafront as set out in Policies ED7 and ED8, including the redevelopment of the Marine Park site.

b. Crosby Centre

The regeneration of Crosby Centre as set out in Policy ED11.

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c. Maghull Centre

The regeneration of Maghull Centre to provide modern, high quality, town centre floor space, consistent with Policy ED2 'Retailing, Leisure and other Town Uses'.

d. Seaforth Centre

Proposals within Seaforth Centre that support the following regeneration objectives will be acceptable in principle:

- i. the consolidation of the existing shopping area
- ii. the introduction of complementary uses supporting the retail function, and
- iii. the redevelopment and positive re-use of vacant and / or derelict land and buildings

3. Regeneration of the Dunnings Bridge Road Corridor, Netherton

The Dunnings Bridge Road Corridor will be the focus for major new employment generation and investment in South Sefton. The regeneration objectives for this area are:

- a. The development of the 3 Strategic Employment Sites within the Corridor (Policy MN2)
- b. The redevelopment of the Heysham Road Industrial Estate to provide modern employment premises and environmental enhancements, and
- c. The development of land to support the expanded Port

Policy links

- ED2 Retailing, Leisure and other Town Centre Uses
- ED4 Mixed Use Areas
- ED7 Southport Central Area
- ED8 Southport Seafront
- ED11 Crosby Centre

National /regional context

- North Liverpool and South Sefton Strategic Regeneration Framework (2010)
- LCR Visitor Economy Strategy to 2020 (2009)

Explanation

7.49 This policy identifies the Council's priority regeneration areas and sites over the course of the Plan. Development that contributes to the Council's regeneration initiatives will be supported. The Council is currently preparing Investment Strategies for the Bootle Central Area, Crosby Centre, and the Dunnings Bridge Road Corridor to provide further detail and guidance on development opportunities and the Council's vision for these priority areas.

7.50 As well as the regeneration areas identified in this policy, the Council will also support development that contributes to regeneration and sustainable economic growth in other areas of the Borough. In addition, Sefton's historic environment can be a valuable catalyst for regeneration and in creating a sense of place in regeneration developments.

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Regeneration in Bootle

- 7.51 Bootle contains the highest concentrations of deprivation in Sefton, and has long been the focus for physical regeneration in the Borough. This part of the policy aims to support the ongoing regeneration of Bootle, including securing new investment and improving the quality of the built environment.
- 7.52 The Bootle Central Area includes Bootle Town Centre and the Bootle Commercial Area including Hugh Baird College and other adjacent land and buildings. It is envisaged that Bootle Town Centre (including the Strand) will remain the focus for retail development, consistent with Policy ED2 'Retail, Leisure and other Town Centre Uses'. The traditional 'Office Quarter' was mostly constructed in the 1960s and has largely functioned as a public sector office complex ever since. Some of the office blocks are now dated, and the demand from public sector occupiers has contracted. In this context, some office blocks may need to be converted to or redeveloped for other uses, as outlined in policy ED4 'Mixed Use Areas'. In addition, there are several vacant sites that could be developed for modern premises. The potential expansion of Hugh Baird College into this area is supported in principle.
- 7.53 An Investment Strategy is being developed that incorporates the Bootle Central Area and the retail core including the Strand. The Investment Strategy provides a vision and direction for Bootle during the course of the Local Plan and to serve a variety of purposes and audiences e.g. investors, businesses, residents, students and the wider Sefton Community.
- 7.54 Outside of the Bootle Central Area, there are a number of large brownfield sites, some of which were allocated for development as part of the former Housing Market Renewal initiative. The identified Regeneration Opportunity Sites are listed in section 1(b) of the policy. They are large, mostly vacant or derelict sites that would benefit from positive redevelopment. These sites are known to suffer from varying degrees of contamination, and their redevelopment would be likely to require public or other subsidy.
- 7.55 501-509 Hawthorne Road forms the remaining part of the 'Hawthorne Road canal corridor' which has now been largely redeveloped for housing as part of a successful Housing Market Renewal project. It is currently occupied by a mixture of employment uses and derelict land. It is suitable for housing development in principle.
- 7.56 The Gasworks Site at Litherland Road site is known to be heavily contaminated. Given the significant constraints affecting this site, the policy is intended to be flexible to encourage the redevelopment of the site.

Regeneration of centres

- 7.57 Central Southport contains the largest retail centre in Sefton and also has an important tourism role. It contains a number of tourist attractions, as well as an attractive historic and coastal environment. The regeneration of both the Central Area and Seafront are priorities for the Council in order to promote Southport as both the main retail and tourist centre in the Borough and as England's 'Classic Resort'. Local Plan policies ED7 'Southport Central Area', ED8 'Southport Seafront' and ED9 'Marine Park, Southport' provide detailed guidance on development within these areas. Policy ED5 sets out the strategic context for tourism in Sefton.

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- 7.58 Crosby Centre is in significant need of new investment. At present, the centre is in poor condition and does not reflect the prosperity of the wider Crosby area. The regeneration of the centre is a priority for the Council, and is subject to a separate Policy ED11 'Crosby Centre'. The Council has significant land holdings in Crosby Centre and will use this to facilitate the redevelopment of key sites and encourage new investment.
- 7.59 Maghull Centre is dominated by 1960s and 1970s development. Areas of the centre would benefit from refurbishment or redevelopment in order to provide modern high quality town centre floorspace. There are a number of sites within the centre in single ownership including Maghull Central Square, the former Maghull Library and Stafford Moreton Youth Centre. Proposals to refurbish or redevelop land within the centre to provide high quality modern floorspace, consistent with policy ED2, will be supported in principle.
- 7.60 Seaforth Centre has experienced high vacancy levels. There are also areas of vacant / derelict land on the periphery of the shopping area. In 2012 the Sefton District Centres, Local Centres and Shopping Parades Study found that "Seaforth is extremely vulnerable, as evidenced by the lack of retail and service provision, the high vacancy rates, the poor environmental quality and the low pedestrian footfall rates". New uses that help to reduce vacancy rates whilst complementing and consolidating the shopping area will be acceptable in principle. The redevelopment of vacant/derelict land and buildings for appropriate uses will also be encouraged. Seaforth centre contains the following properties:
- 1 – 15 (odd) Sandy Lane;
 - 12 – 26 (even) and 11 – 83 (odd) Seaforth Road;
 - 35a and 35b Seaforth Vale;
 - 1-25 (inclusive) Stella Precinct
 - The factory building on Norfolk Place; and
 - 1a Hawarden Grove

Regeneration of the Dunnings Bridge Road corridor, Netherton

- 7.61 The Dunnings Bridge Road Corridor incorporates the Heysham Road Industrial Estate, the Bridle Road Industrial Estate and the industrial premises on the north-western side of Dunnings Bridge Road. These sites are listed in policy MN2 and are shown on the Policies Map. Collectively, this area represents the biggest opportunity to provide large-scale and high quality modern employment development in an area of high unemployment. An Investment Strategy is currently being prepared to provide further guidance on the future for this area.

CENTRAL SOUTHPORT

- 7.62 Central Southport incorporates the Seafront, the main retail and cultural area, Southport College, and adjacent areas. The area is both the main retail centre in Sefton, and a regional tourism centre.
- 7.63 Central Southport also contains an impressive historic environment and important parks and open spaces along the seafront. The Seafront area is close to the Sefton Coast, which is of international nature conservation importance.
- 7.64 Central Southport is covered by three specific Local Plan policies. The Southport Central Area policy (ED7) addresses the parts of the centre south east of the Promenade. The area to the north west of the Promenade is covered by the Southport Seafront policy (policy ED8). The

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redevelopment of a 16.4ha site on Marine Drive is subject to the Marine Park policy (ED9). The Tourism policy (ED5) also provides a strategic approach to tourism in Southport.

ED7 SOUTHPORT CENTRAL AREA

1. Within the Southport Central Area (shown on the Policies Map) development proposals should be consistent with, and make a positive contribution to, the economic function of the area, the quality of the environment and maintain the significance of heritage assets and their settings.

2. Development proposals within the Southport Central Area for the following uses will be acceptable in principle, subject to other Local Plan policies:

- a. **Hotels and guest houses**
- b. **Arts and cultural uses and visitor attractions**
- c. **Education uses including the expansion of Southport College**
- d. **Uses which secure a sustainable future for vacant or 'at risk' heritage assets.**

3. Development within the Central Area should:

- a. **Have no unacceptable impact on existing living conditions, and**
- b. **Cause no unacceptable harm to the appearance of street frontages, and to the vitality and viability of the town centre in general.**
- c. **Take opportunities to enhance heritage assets and their settings including securing their re-use, repair and restoration where appropriate. Where heritage is degraded through poor quality previous changes, enhancements should form part of proposals. Within the Lord Street and Promenade Conservation Areas, new or replacement features should enhance the appearance of buildings, public spaces, and the historic character of the area.**

4. On the Lord Street frontages, new development should promote active frontages that support vitality and viability. Amusement arcades and centres will not be permitted on the north west Lord Street frontage.

5. The use of upper floors for a range of uses comparable with the retail and commercial character of the area will be encouraged. The use of upper floors for residential development will be permitted where they provide acceptable living conditions.

Policy Links

- ED2 Retail, Leisure and other Town Centre uses
- ED5 Tourism
- ED6 Regeneration
- ED8 Southport Seafront

National /regional context

- LCR Visitor Economy Strategy to 2020, 2009
- Southport Investment Strategy

Explanation

7.65 The Southport Central Area incorporates Southport Town Centre, adjacent land between Lord Street and Promenade, and land around Southport College.

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- 7.66 Although Central Southport is the largest shopping centre in Sefton, the Central Area has a far wider function. It contains civic, cultural, entertainment, offices, leisure, and higher educational uses which are major employers and form an integral part of the town centre. The Central Area is also an important focus for tourism and this is recognised as central to Southport’s long-term prosperity. The Council will encourage the development of new attractions, hotels, and other facilities which will help draw tourists to Southport.
- 7.67 Lord Street is one of Southport’s key assets, and is central to the ‘classic resort’ concept, as recognised in the ‘Liverpool City Region Visitor Economy Strategy to 2020’. It is entirely within the Lord Street Conservation area and contains many Listed Buildings, which provide high quality and independent retail space. It is therefore important to discourage uses that would present a ‘dead frontage’ during the day and undermine the vitality of Lord Street. Amusement arcades and centres would also harm the character of the Conservation Area and interrupt the primary retail area. Whilst these uses may be acceptable in many parts of the Central Area, they will not be permitted on the north west Lord Street frontage.
- 7.68 The architectural and historic interest of Southport is one of its key attractions which support the tourist economy. Throughout Southport town centre a number of the historic buildings show signs of poor maintenance or have suffered from inappropriate additions or changes to architectural features. When development affecting historic buildings is proposed, appropriate repairs and restoration of any key missing features should form part of the proposals in order to enhance the conservation area, and capture wider economic and environmental benefits to support the regeneration of the town centre as a whole.

ED8 SOUTHPORT SEAFRONT

1. Proposals within the Southport Seafront (shown on the Policies Map) area for the following uses will be acceptable in principle, subject to other Local Plan policies and designations:

- a. Leisure facilities
- b. Hotels
- c. Facilities for conferences, events and exhibitions, and
- d. New or improved visitor attractions.

2. Development that would be detrimental to the historic and landscape character of the Seafront or its function as a regionally important centre for tourism, or harm the integrity of adjacent internationally important nature sites, will not be permitted.

Policy links:

- ED5 Tourism
- ED6 Regeneration
- ED9 Marine Park, Southport
- NH2 Nature

National /regional context

- LCR Visitor Economy Strategy to 2020 (2009)
- Southport Investment Strategy

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Explanation

- 7.69 The Seafront is of strategic importance to the visitor economy of Southport, Sefton and the Liverpool City Region. It contains some of Southport's main tourist attractions and facilities, and new development in this area should strengthen this role. Leisure, hotel, conference and exhibition developments and new visitor attractions are acceptable in this area, subject to other Local Plan policies and designations. Further guidance relating to development in the Marine Park area is provided in policy ED9.
- 7.70 The visitor economy is one of the four key economic priorities recognised by the Local Enterprise Partnership for Liverpool City Region in its Business Plan and the LCR Visitor Economy Strategy to 2020. The key aims of this Strategy include strengthening the appeal of the 'Classic Resort' of Southport, increasing the numbers of visitors, supporting Southport's night-time economy, and promoting Southport as a venue for conferences.
- 7.71 The Seafront area also contains important heritage and environmental assets that will be protected from inappropriate development. Much of the Seafront is within the Promenade Conservation Area, and contains a number of listed buildings and registered Parks and Gardens of Special Historic Interest. In addition, development within Southport Seafront should not cause unacceptable harm to the integrity of internationally important nature sites on the Sefton Coast or beyond.

ED9 MARINE PARK, SOUTHPORT

1. Marine Park (16.4 ha) is allocated for major visitor-based development (shown on the Policies Map). Redevelopment of this site must significantly enhance the regional leisure and tourism role of Southport.

2. The redevelopment of this site must:

- a. **Be of high design quality that complements the existing historic seaside environment and its open character;**
- b. **Incorporate active frontages to both Marine Drive and Esplanade;**
- c. **Significantly improves pedestrian links within and through the site. This must include the provision of a high quality, landscaped pedestrian link through the site continuing the linear route connecting Scarisbrick Avenue and the Venetian Bridge in King's Gardens to the seafront;**
- d. **Incorporate high quality landscaping, including enhancements to the north western edge of the Marine Lake;**
- e. **Retain the open seafront setting of the listed pier, and maintain views to and from it;**
- f. **Ensure that the position, orientation, and scale of new buildings allows for open views to be retained towards the sea from the Promenade and the Seafront Gardens;**
- g. **Improve views from the Promenade towards Ocean Plaza; and**
- h. **Provide appropriate compensatory open space and green infrastructure within the site.**

3. The expansion of the existing fairground and the provision of new outdoor leisure facilities are acceptable in principle.

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4. Any proposal to partially develop the site should be prepared in the context of a development strategy for the whole site.

5. Development that would adversely affect the integrity of adjacent internationally important nature sites will not be permitted.

Policy links:

- ED5 Tourism
- ED6 Regeneration
- ED8 Southport Seafront
- NH2 Nature

National /regional context

- LCR Visitor Economy Strategy to 2020, 2009
- Southport Investment Strategy

Explanation

- 7.72 The Marine Park site represents a significant opportunity to provide high quality development of a scale that enhances Southport's role as a regionally important centre for tourism, and to act as a catalyst for further tourism investment. In particular, this site offers the potential to create a development that increases the number and type of visitors to Southport, and encourage more families to visit the town. The 'Visitor Economy Strategy' also supports the development of a major new tourist attraction at Marine Park. Development of this site will be expected to meet each of the criteria set out in the policy to ensure that the highest quality of development is achieved on this prominent site.
- 7.73 The site is in a sensitive location between the seafront, the Grade II listed pier and the Promenade Conservation Area, incorporating the Kings and South Marine Registered Historic Gardens. It is essential that the historic and visual connections between the development site, the pier, the historic Promenade frontage, and the historic gardens and the sea are retained. The fairground complements Southport's heritage as a seaside resort town, and the continuation of this use is seen as maintaining the seafront's historic character.
- 7.74 Marine Park is located at a key gateway to Southport town centre so design, layout and quality of development are critical to the success and perception of the town. The Ocean Plaza buildings currently detract from views across the historic seafront. Opportunities to improve the longer ranging views across the seafront from the Pier, Promenade, and Kings and South Marine Registered Historic Gardens, should be taken.
- 7.75 The development of this site may involve the loss of some or all of Princes Park (a non-designated heritage asset). It is envisaged that the benefits of meeting parts 1 and 2 of this policy will outweigh this loss. Appropriate new open space and green infrastructure should also be provided within the site to compensate for any loss of open space.

AINTREE RACECOURSE

- 7.76 Aintree Racecourse is an asset of national importance, and is the home of the Grand National Festival, which hosts the world class National Steeplechase. It is therefore a major and valuable recreation, tourism and conferencing facility which attracts significant numbers of

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visitors throughout the year thereby contributing positively to the Borough and the wider Region's economy.

ED10 AINTREE RACECOURSE

- 1. Within the part of Aintree Racecourse which lies within the Green Belt (as shown on the Policies Map), development must meet all of the following criteria:**
 - a. maintain or enhance the existing use of the Racecourse**
 - b. preserve the character of the area; and**
 - c. be consistent with national Green Belt Policy and other Local Plan policies.**

- 2. Within the remaining part of Aintree Racecourse, development which enhances the recreational, tourism and conference functions of the Racecourse will be supported where consistent with other Local Plan policies.**

Key Policy Links:

- ED5 Tourism
- MN7 The Green Belt

National /regional context

- Liverpool City Region Visitor Economy Strategy to 2020, 2009

Explanation

7.77 Aintree Racecourse is an appropriate use within the Green Belt, in which the majority of the site is located. Development that enhances the recreational use of the Racecourse as a racing venue will be supported where consistent with other Local Plan policies. Development in this area should respect the openness of the Green Belt. It is also important that development does not harm existing outdoor recreation uses in the area of the Racecourse within the Green Belt, due to the special character and function of the Racecourse. This is in addition to the restrictions on development within the Green Belt.

7.78 In the area of the Racecourse which is outside the Green Belt (i.e. the Ormskirk Road frontage), development proposals related to tourism, recreation or conferencing, particularly those relating to the Racecourse, such as hotel and conference facilities, will be supported where consistent with other Local Plan policies. Retail uses, including food and drinks uses, which are ancillary to the function of the Racecourse will be supported.

CROSBY CENTRE

7.79 The regeneration of Crosby Centre is a Council priority. In recent years the Centre has suffered from under-investment and development proposals which have not been implemented. The Centre is poorly laid out and faces inwards, with unattractive car parking and servicing areas facing outwards. Busy main roads also sever the Centre from adjacent residential areas. This policy aims to support the Crosby Investment Strategy in promoting the regeneration of the centre. This will include supporting high quality new development on key sites within the Centre, making it more accessible, and enhancing the Centre's overall appearance.

ED11 CROSBY CENTRE

- 1. Within Crosby Centre (as shown on the Policies Map) proposals should be consistent with, and make a positive contribution to, the regeneration of the centre.**
- 2. New retail and other town centre developments of an appropriate scale will be supported in order to improve the vitality and viability of the centre.**
- 3. Proposals that would prejudice the comprehensive development of key sites within the Centre will not be permitted.**

Design and Townscape

- 4. Development within the Centre should be of high quality design, particularly on the key routes and gateways of Liverpool Road, Coronation Road, Islington, Cooks Road, The Bypass and Moor Lane.**
- 5. Development should contribute towards a high quality public realm, to ensure that the centre benefits from attractive outdoor areas.**
- 6. Development should facilitate and improve pedestrian connections to Moor Lane to support its role as the focal point for the Centre.**
- 7. Development proposals should have active ground floor uses facing key routes, gateways and public spaces. Development on key routes should be at least two storeys in height. The use of upper floors for appropriate uses will be encouraged.**
- 8. Development proposals in proximity to the listed St Michael's Cross should enhance its setting.**

Accessibility

- 9. The improvement of traffic flows and accessibility within and beyond the centre will be supported. Improvements to facilitate pedestrian, cycling, and vehicular access within and beyond the Centre will be required as part of development proposals.**

Policy links:

- ED2 Retail, Leisure and other Town Centre uses
- ED6 Regeneration Areas

Explanation

- 7.80 A comprehensive and co-ordinated approach will be pursued to the planning, regeneration and development of Crosby Centre. The Council has prepared an Investment Strategy for Crosby Centre that will provide further guidance on the identification of key sites and on the overall vision for the Centre. A draft Supplementary Planning Document (SPD) has been prepared to support the regeneration of the centre. Where proposals would prejudice the comprehensive development of key sites, planning permission will be refused.

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- 7.81 New development within the centre should be of high quality design, consistent with the requirements of this policy, and policy EQ2 Design.
- 7.82 At present, the Centre is poorly connected to the surrounding residential neighbourhoods. Development proposals offer opportunities to include improvements to access for pedestrians, cyclists and vehicles, both within and beyond the centre.

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- 8.1 In addition to meeting Sefton’s total need for housing (in Chapter 6), the Local Plan seeks to address shortages of specific types of housing, and to provide high quality new housing. The 2014 Sefton Strategic [Health] Needs Assessment (SSNA) emphasises that the quality of people’s living environment has a profound effect on their health and wellbeing. The SSNA recognises housing decency (housing quality) and affordability as one of the ten key wider determinants of health in Sefton. It considers tackling problems of poor housing and provision of quality affordable housing to protect the health, safety and welfare of the occupants as a key environmental health and corporate priority.
- 8.2 Successive Strategic Housing Market Assessments (SHMAs) have found a significant need for affordable housing in the Borough. This need is most pressing in Southport, but is also significant in Formby, Maghull / Aintree, and Crosby. Policy HC1 requires developments of 15 or more dwellings to provide 30% affordable housing across most of the Borough. This will play a significant role in meeting local affordable housing need. This is in addition to Homes and Community Agency (HCA) / Housing Association funded schemes and the anticipated increased provision of private rented housing as anticipated in the 2014 Strategic Housing Market Assessment (SHMA). In this respect, the housing allocations identified in Policy MN2 offer a significant opportunity to provide new affordable housing, often focused in the areas of highest need.
- 8.3 A Supplementary Planning Document (SPD) will be prepared to provide more detailed guidance to aid the delivery of affordable and special needs and older persons housing. This will be subject to review dependent on any changes in the Borough’s requirements for affordable and special needs housing, based on the findings of future Strategic Housing Market Assessments, the Sefton Older Persons’ Housing Strategy or other commissioned studies. These studies are likely to be informed by any changes to the definition of affordable housing introduced by the Government.
- 8.4 Policy HC2 ‘Housing Type, Mix and Choice’ also sets out requirements for the type of housing that should be provided on development sites in Sefton. This policy, which is based on the findings of the 2014 SHMA, seeks to support the provision of a range of older persons’ housing and of general needs housing of the right size to meet local needs. The need for older persons’ housing will be of particular relevance in the years ahead. The 2011 Census found that 20.8% of Sefton’s residents were aged 65 or over, which was the 5th highest proportion of any north-west authority. Recent Government Population Projections indicate that this will rise to 28.8% of Sefton’s residents by 2030.
- 8.5 Policy HC5 ‘Gypsies and Travellers’ seeks to meet the needs of the travelling community by providing sufficient pitches in the Borough. These include for both permanent and transit pitches.
- 8.6 Policy HC6 ‘Assets of Community Value’ sets out how the Council will deal with applications for buildings and land that have been designated as Assets of Community Value through the Community Right to Bid local listing.
- 8.7 Policy HC7 ‘Education and care institutions’ is also relevant to older persons’ housing needs and to other special needs. Care institutions include those providing for specific health or care needs such as the Parkhaven Trust in Maghull (which provides cares for those with dementia amongst others), the Nugent Care Society at Clarence House in Formby, and Nazareth House in Crosby. Policy HC7 makes clear the type and scale of development which will be acceptable

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in principle on school and college sites and sites of care institutions in the urban area. The intention is to balance the opportunity to allow some development while making sure features of the sites which are valuable to the wider community are preserved.

- 8.8 This chapter also sets out requirements for development in Policy HC3 'Residential Development and Primarily Residential Areas' and Policy HC4 'House Extensions, Houses in Multiple Occupation and Flats'.

AFFORDABLE AND SPECIAL NEEDS HOUSING

- 8.9 The Government is committed to boosting housing supply and delivering a wide choice of homes to meet market, affordable and special needs housing and create mixed communities. This Local Plan responds to that agenda by planning to deliver 11,520 homes over the plan period. Whilst the largest contribution to provision will be made by market housing, it will also be important to meet the needs of people requiring affordable, older persons' or special needs' housing where these needs are identified.
- 8.10 Affordable housing comprises social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the housing market. Social rented housing is owned by local authorities and private registered providers for which guideline target rents are determined through national rent regimes. Affordable rented housing is let by local authorities or private registered providers of social rented housing to households who are eligible for social rented housing and is set at a rent of no more than 80% of local market rent (including service charges where applicable). In Sefton, to ensure that local people are able to afford social rented housing, affordable rents must be set below Local Housing Allowance caps. Intermediate housing is housing for sale and rent at a cost above social rent but below market rent, including shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent.

HC1 AFFORDABLE AND SPECIAL NEEDS HOUSING

All of Sefton outside Bootle and Netherton

- 1. For new developments of 15 dwellings or more (or for residential and other conversions involving 15 or more additional dwellings net) 30% of the total scheme (measured by bedspaces) will be provided as affordable housing.**
- 2. 80% of the affordable housing should be provided as social rented/affordable rented and the remaining 20% provided as intermediate housing.**

Bootle and Netherton

- 3. Affordable housing will be required as part of proposals for new developments of 15 dwellings or more (or for residential and other conversions involving 15 or more additional dwellings net) on the basis of 15% of the total scheme (measured by bedspaces).**
- 4. Affordable housing should be 50% social/affordable rented and 50% intermediate housing.**

Bootle and Netherton are shown on the Policies Map.

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All Areas

- 5. Vacant Building Credit - Proposals that involve the re-use of a vacant building or where it is demolished and replaced by a new building, will receive a financial credit equivalent to the existing gross floorspace (of relevant vacant buildings) when calculating any affordable housing contributions.**
- 6. Special needs housing can be substituted for up to 50% of the site affordable housing contribution on a bedspace for bedspace basis.**
- 7. Where extra care or sheltered housing is proposed to be substituted for affordable housing, this must meet the tenure requirements set out in parts 2 and 4 of this policy.**
- 8. Affordable and/or special needs dwellings shall be:
 - a. 'tenure blind' i.e. there shall be no external visual difference between the affordable/special needs housing and market housing, and**
 - b. 'pepper-potted' i.e. there shall be a reasonable dispersal of affordable housing or special needs units within residential developments (i.e. groupings of no more than six units) to promote mixed communities and minimise social exclusion. The only exception to this will be where it can be demonstrated that the special needs housing has to be grouped together for functional or management purposes.****
- 9. Affordable and/or special needs housing will be provided in accordance with this policy unless a robust assessment of a scheme's economic viability confirms that this cannot be achieved.**
- 10. Off-site provision of affordable housing, or a financial contribution of broadly equivalent value, will be considered where it can be robustly justified, and where the agreed approach contributes to the objective of creating mixed and balanced communities.**
- 11. In implementing the policy, the Council will have regard to:
 - a. the definitions and provisions of affordable and/or special needs housing in relevant national guidance as they may change over time, and**
 - b. changes in the Borough's requirements for affordable and special needs housing based on new evidence of need as set out in future commissioned Strategic Housing Market Assessments or similar studies.****

Key Policy Links:

- HC2 Housing Type, Mix, and Choice

Explanation

- 8.11 A Strategic Housing Market Assessment (SHMA) was published in 2014. This identified that Sefton had a total affordable housing requirement of approximately 7,815 homes over the period 2012-2030 which is equivalent to about 434 affordable homes a year. The need for affordable homes is more prevalent in different areas within Sefton. The table below sets out the estimated annual need for new affordable housing in each of Sefton's key settlements.

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Figure 8.1 Affordable Housing Need in Sefton

	Net affordable annual housing need	Net need per 1,000 households
Southport	203	5.06
Formby	64	6.31
Maghull/Aintree	118	7.58
Crosby	91	4.28
Bootle	-32	-1.98
Netherton	-9	-0.57
Total	434	3.65

- 8.12 The analysis shows a need for additional affordable housing in most areas of the Borough. Southport shows the highest numeric need (203 units per annum) while the highest need by proportion of existing households is in Maghull/Aintree (7.58 per thousand households), Formby (6.31 per thousand households) and Southport (5.06 per thousand households). This supports Policy MN2 which identifies the largest housing allocations in the Southport, Formby and Maghull areas.
- 8.13 Both Bootle and Netherton show small surpluses of affordable housing, which is consistent with the relatively large stock of affordable housing along with some of the cheapest housing costs in the Borough. Nonetheless the 2014 SHMA suggests that a target for 15% affordable housing in Bootle and Netherton should be considered to improve the mismatch between the size of social rented accommodation required (particularly 1 and 2 bedroomed dwellings) and anticipated supply and provide opportunities for younger (lower income) households to access owner-occupied housing.
- 8.14 The affordable housing contribution is rounded up to the nearest whole number equating to a minimum of 30% of bedspaces. Within this 30%, the social rented/affordable rented housing element is rounded up to a minimum of 80% in respect of the total affordable housing requirement. The affordable housing requirement is measured by bedspaces. The number of bedspaces in a dwelling is dependent on the number of single and double bedrooms it has. A single bedroom is one bedspace and a double bedroom is two bedspaces. Therefore, for example, a dwelling with two single bedrooms comprises two bedspaces (i.e. 1+1 =2), a dwelling with a double bedroom and two single bedrooms comprises four bedspaces (i.e. 2+1+1= 4) and a dwelling with two double bedrooms and two single bedrooms comprises six bedspaces (i.e. 2+2+1+1 = 6).
- 8.15 The Vacant Building Credit is intended to offer an incentive to brownfield development, including the reuse or redevelopment of empty and redundant buildings. The existing floorspace of a vacant building will be credited against the floorspace of the new development. For example, where a building with a gross floorspace of 8,000 square metres is demolished as part of a proposed development with a gross floorspace of 10,000 square metres, any affordable housing contribution should be a fifth of what would normally be sought.
- 8.16 When assessing Vacant Building Credits the Council will consider the following:
- Whether the building has been made vacant for the sole purposes of re-development
 - Whether the building is covered by an extant current or recently expired planning permission for the same or substantially the same development.

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- 8.17 The Government's Planning Practice Guidance provides more detail on the operation of the Vacant Building Credit.
- 8.18 Special needs housing is intended for people with a physical disability, frail elderly people, young vulnerable people, people with a learning disability, a mental health problem or severe sensory disability. It does not include the provision of care homes or housing for elderly people. This is covered in Policy HC2, 'Housing Type, Mix and Choice'. However, if special needs housing is provided specifically for older people this can help contribute to the requirements of Policy HC2. These may include other special needs which are identified over time. However, special needs housing will only be acceptable as an alternative to affordable housing where (i) it provides self-contained accommodation; and (ii) it meets a demonstrable local need; and (iii) it provides an element of personal care/support to residents in their homes.
- 8.19 Where special needs housing is accepted as an alternative to affordable housing, the bedspaces provided may offset or replace up to 50% of the affordable housing required. The balance of affordable housing required must be provided on the basis of a split between 80% social rented/affordable rented and 20% intermediate housing, by bedspaces in all parts of the Borough except Bootle and Netherton, where all affordable housing will be intermediate housing. Where extra care or sheltered housing is proposed to be substituted for affordable housing, 80% of this should be provided as social rented/affordable rented and the remaining 20% provided as intermediate housing for all parts of the Borough, except Bootle and Netherton, where it should be provided as 50% social/affordable rented and 50% as intermediate. Other forms of special needs housing can help meet Sefton's overall housing needs even if they cannot be a substitute for affordable homes.
- 8.20 Although the current policy stance is based upon the recently published 2014 SHMA, the Council is committed to reviewing the need for affordable and special needs housing regularly, recognising that such needs can change over time. This policy applies to affordable housing provided as part of mixed tenure housing and will be secured by legal agreement. It will not seek to restrict the provision of affordable housing, by registered providers and others, in excess of what this policy requires, in any part of Sefton where a need is identified.
- 8.21 The policy position is subject to economic viability. Where an applicant seeks to depart from the policy position based upon economic viability, the Council will require a full financial assessment to be submitted by the applicants. This will be appraised by independent economic viability consultants. The applicant will be required to meet the full cost of this work.
- 8.22 The affordable housing requirement applies differently in parts of Sefton. Parts 3 and 4 of the policy (applying to Bootle and Netherton) comprise the wards of Derby, Ford, Linacre, Litherland, Netherton and Orrell and St Oswald. This area is shown on the Policies Map. Parts 1 and 2 of this policy apply to all other parts of Sefton.
- 8.23 All affordable or special needs housing will be secured through legal agreement.

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HOUSING TYPE, MIX AND CHOICE

- 8.24 Sustainable, inclusive, and mixed communities benefit from a wide choice of housing to meet both current and future demographic requirements, market trends and the needs of different groups in the community. In Sefton this particularly includes providing for the needs of older people, encouraging working age families to live in the borough to restrict the decline in the labour force and providing smaller homes to help meet demand for such provision due to recent welfare reforms.
- 8.25 Compared with the North West Region and England as a whole, Sefton has a higher proportion of older persons. It is estimated that in 2014, 35.6% of the population in Sefton were aged 55 or over, compared with 29.6% in the North West and 28.8% for the whole of England. Within the borough there are some notable differences with the Bootle and Netherton area having a relatively young population and the rest of the borough being generally older, especially in Formby and Southport.
- 8.26 Trends from demographic projections suggest that Sefton will see a notable increase in the number of older people with the total number of people aged 55 and over expected to increase by 14% over just 10 years [2011 to 2021]. The number of people aged 85 or over is expected to increase by 40% in the same period. A consequence of an ageing population is that the number of people in Sefton living with long-term illnesses or disabilities is expected to increase significantly in the future. In particular there is projected to be a large rise in the number of people with dementia (up 51%) along with a 42% increase in the number with mobility problems over the period to 2030.
- 8.27 The Strategic Housing Market Assessment (SHMA) 2014 suggests that a key area of change in the housing market in Sefton over the plan period is likely to be the significant growth in the population of older people. Housing for older people is defined in this policy as for people aged 55 or over. In reality, people aged 55 might not be considered to be “old” but many housing developments specifically cater for this age group and these people will all become elderly (i.e. aged 65 or over) over the plan period. In particular, the 2014 SHMA notes that the number of people in Sefton aged 65 or over is expected to increase by about 21,100 (36%) from 2012 to 2030. It concludes that demographic change is likely to see a requirement for additional levels of care/support along with the provision of some specialist accommodation, both in the market and affordable housing sectors. Specifically it estimates that around 15% of new housing provided over the plan period, equivalent to about 1,674 dwellings, should be extra care provision for older people. Furthermore, around 15% of this total need (i.e. 250 dwellings) is identified as being needed in the affordable sector (i.e. specifically as social/affordable rented housing).
- 8.28 The number of new homes to be provided is set out in Policy MN1 Housing and Employment Requirements. Alongside delivering the right quantity of new homes, it is equally important that the right type of housing is provided to meet the needs of Sefton’s existing and future population, address imbalances in the existing housing stock and ensure the homes provided can adapt to changing demographics, particularly for an ageing population. Housing developers should therefore have regard to locally arising needs for dwellings of differing size and type. This policy should be read in conjunction with Policy HC1 Affordable and Special Needs Housing.

HC2 HOUSING TYPE, MIX AND CHOICE

1. In developments of 25 or more dwellings, the mix of new properties provided must be as follows unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics:

A minimum of 25% of market dwellings must be 1 or 2 bedroom properties

A minimum of 40% of market dwellings must be 3 bedroom properties

These requirements do not apply to wholly apartment/flatted, extra care, and sheltered housing developments. Any new affordable dwellings are also exempt.

2. In developments of 50 or more dwellings, at least 20% of new market properties must be designed to meet Building Regulation Requirement M4(2) 'accessible and adaptable dwellings'.

3. Where housing for older people or people with special needs is provided as part of a larger scheme, this should, where appropriate, be located within the scheme in the most accessible location for local services and facilities.

4. Proposals for residential care accommodation that would result in or exacerbate an existing oversupply will be refused.

5. The Council will support proposals for custom or self-build homes on appropriate sites. To identify and provide for those who wish to custom or self-build their own homes the Council will:

- a. Manage a register of interested parties who wish to custom or self-build their own home**
- b. Identify at least two pilot schemes to be made available for custom or self-builders.**

Key Policy Links:

- HC1 Affordable and Special Needs Housing

Explanation

8.29 The Strategic Housing Market Assessment (SHMA) 2014 indicates that there is a continuing decrease in the size of households and an increase in the elderly population. The assessment also anticipates that demand is likely to be more focused towards suitable smaller properties. It acknowledges that the demand for these may be somewhat suppressed in the short-term because of current constraints on finance for first time buyers. However, this has to be balanced against the need to ensure a choice of homes to retain or attract families of working age to counteract a projected decrease in Sefton's labour market supply over the plan period.

8.30 Taking account of the above factors, the 2014 SHMA considers that the provision of market housing should be more explicitly focused on the delivery of family housing for younger households. On this basis, the 2014 SHMA recommended the following broad mix of market housing across the borough:

- 1-bed properties: 5% - 10%
- 2-bed properties: 30% to 35%

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- 3-bed properties: 50% to 55%
 - 4-bed properties: 5% to 10%
- 8.31 In order to provide some flexibility to the above broad mix, the policy requires a minimum of 25% 1 and 2 bedroom properties, and a minimum of 40% 3 bedroom properties for new market dwellings. This is based on a 10% reduction to the minimum SHMA recommendation for these property sizes, in recognition that these minimum requirements will likely be exceeded by rounding up. It also provides some additional flexibility as patterns of demand change over time. These requirements do not apply to new affordable dwellings, or wholly apartment/flatted, extra care, and sheltered housing developments.
- 8.32 Whilst both of the above dwelling size splits are to be regarded as targets, departures from the proposed mixes may be acceptable where the local circumstances of the particular site, the viability of the development, or robust information on local housing need/demand indicates an alternative dwellings mix would better meet local need/demand. To assist with this process, before a planning application is submitted (pre-application stage) a developer should consult the Council about the mix of homes required. Applications that seek to depart from these targets must be accompanied by a detailed justification.
- 8.33 Given that the number of older people in Sefton will increase significantly over the plan period it is reasonable to expect that there will be an increasing demand for various forms of older persons' accommodation. However, it is not the case that all older people will require dedicated specialist homes or provision for their needs. The majority of the anticipated increased number of older people will prefer to stay in the same home that they have lived in for many years. In addition, many older people will not need, or necessarily seek, accommodation specifically for older people at any time in their lives. These factors will have the effect of significantly tempering the demand for older persons' accommodation. That noted, some older people, albeit not requiring specialist housing, may choose or need to move home as they age. The most frequent reasons are to move to a smaller home in order to reduce the costs associated with a larger family home, to move to a more accessible location, to move closer to shops or services, to move to a house that is on one level or capable of a degree of adaption for mobility or health reasons, or simply to move to be closer to family members. Where older people move for these reasons but do not require specialist housing, they will generally seek to remain in the tenure from which they are moving. This implies the need for a tenure mix of suitable housing to cater for different types of demand arising from older people.
- 8.34 In this context, the construction of 20% of new housing in developments of 50 homes or more to Building Regulation Requirement M4(2) will help to provide more flexible accommodation. Optional Technical Standards for Housing allow planning authorities to set additional technical requirements exceeding the minimum standards required by Building Regulations with regard of access. Optional requirement M4(2) ensures new housing incorporates features that make it adaptable to a wide range of occupants, including older people. The Affordable, Special Needs and Older People's Housing SPD will provide further guidance on policy HC2 part 2.
- 8.35 Whilst the majority of older people will not require specialist accommodation, inevitably as the number and proportion of older residents increases, there will be an increase in need for this type of accommodation. This will be required across the tenure mix, i.e. both market and affordable, and for this reason and to encourage mixed communities, mixed tenure private and affordable special needs housing schemes will be positively encouraged in preference to single tenure schemes. Specialist older persons housing can be broadly split into three categories - sheltered accommodation, extra-care/ assisted living accommodation and

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residential care accommodation. In Sefton, data from the Housing Learning and Improvement Network (Housing LIN) indicates that there is currently a significant oversupply supply of sheltered housing (particularly in the affordable sector) and also of Registered Care (Residential and Nursing) Homes. Given this, a key element of future older persons' provision is likely to be extra care housing. This matter is being considered further in the emerging Sefton Older Persons' Housing Strategy research.

- 8.36 It is often the case that older people need a wider range of essential services and facilities that are accessible by public transport or walking. There may be instances where housing developments at the edge of an urban area may not be particularly accessible and therefore may not be suitable locations for all types of older person's housing. It will be up to the applicant to demonstrate the location of development is not suitable for particular types of older persons' housing. In doing so the applicant should refer to the Council's 'Ensuring Choice of Travel' Supplementary Planning Document (SPD).
- 8.37 A Supplementary Planning Document will be prepared to provide more detailed guidance to aid the provision of Older Persons Housing. This will, among other matters, be informed by the findings of the Sefton Older Persons' Housing Strategy research. This could form part of the Affordable, Special Needs and Older People's Housing SPD.
- 8.38 Custom and Self-build homes are a means of allowing local people or groups to commission, design, construct or complete their own homes. Sefton has recently completed an Assessment of the Potential for Self-build and Custom Build Homes in the borough. Whilst this assessment has not been able to determine a level of demand in Sefton for these types of schemes, it proposed a number of recommendations to allow the Council to further understand likely demand. One recommendation is for the setting up of a register to allow people and groups to indicate that they want to custom or self-build their homes. Another recommendation, subsequently a national requirement, is that the Council identifies a small number of pilot sites to be made available for custom and self-build homes. The Council intends to implement both of these recommendations in the short term. These will provide a much better view of the demand for this type of accommodation in Sefton and may lead to a Supplementary Planning Document and/or a review of how the Council disposes of its excess land.

RESIDENTIAL DEVELOPMENT AND DEVELOPMENT IN PRIMARILY RESIDENTIAL AREAS

- 8.39 Much of the land within Sefton's towns and villages is designated as Primarily Residential Areas (PRA) within the Local Plan. The purpose of this policy is to ensure that development in PRAs protects the residential character and the living conditions of the residents in those areas. This policy also addresses issues that may arise with residential development outside PRAs.

HC3 RESIDENTIAL DEVELOPMENT AND PRIMARILY RESIDENTIAL AREAS

1. New residential development will be permitted in Primarily Residential Areas shown on the Policies Map where consistent with other Local Plan policies.

2. Non-residential development will be permitted in Primarily Residential Areas provided that it can be demonstrated that the proposal:

- a. will not have an unacceptable impact on the living conditions of neighbouring properties, and**

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- b. will otherwise not harm the character of the residential area, and**
- c. will not undermine objectives of the plan regarding housing delivery.**

3. Residential development will be permitted in other areas except where:

- a. the land is required for the purpose for which it is designated,**
- b. the development would conflict with the allocated or designated land use,**
- c. it would result in an unacceptable residential environment, or**
- d. it would be inconsistent with other policies in the Plan.**

4. New residential development must achieve a minimum density of 30 dwellings per hectare of the net developable area, except where:

- a. constraints within the site, or the provision of infrastructure within the site, make this impractical, or**
- b. a lower density can be justified having regard to the layout and character of the immediate surrounding area.**

Explanation

- 8.40 The Primarily Residential Areas comprise the main housing areas in the borough. New residential development is acceptable in principle in these areas. A key consideration in assessing development proposals in the Primarily Residential Areas is the impact on the residential amenity of existing residents.
- 8.41 Some types of non-residential development are located in residential areas to ensure facilities are in easy reach of local people. For example, local shops, services and small-scale leisure and cultural facilities can improve sustainability in a community by reducing the need to use the car, and also help to create a sense of community (see Policy HC6 'Assets of Community Value'). However, inappropriate development can be harmful to both the appearance and amenity of residential areas. In general, developments that generate a significant amount of noise or traffic should be avoided in residential areas. It is also important that non-residential development does not compromise the ability to meet Sefton's objectively assessed housing needs, either through a direct loss of housing sites or housing capacity on sites, or through development that might make it difficult to meet housing needs in the future.
- 8.42 Residential development that is not in a Primarily Residential Area will often be acceptable. However there are some instances where it can conflict with other land uses. This may either result in poor quality living conditions for future residents or may prevent other important forms of development taking place, for example, to provide employment opportunities. In these instances residential development will not be approved. There may be other policy reasons (e.g. flood risk, heritage or nature conservation) why the development may be inappropriate. This does not apply in the Green Belt unless the criteria set out in paragraphs 89 and 90 of the National Planning Policy Framework are met.
- 8.43 A minimum density for housing developments is needed (both in Primarily Residential Areas and for housing allocations), in order to make the most efficient use of urban sites and reduce the amount of land being removed from the Green Belt to meet future housing needs.

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HOUSE EXTENSIONS AND ALTERATIONS

- 8.44 The ability to extend homes is important for homeowners because it allows properties to be altered to meet changing lifestyles, family size and adapt to changing physical mobility. The purpose of this policy is to allow extensions and alterations to homes whilst being sensitive towards the physical character of the area and protecting the living standards of neighbouring properties. Householders have considerable rights to extend and alter homes without requiring formal planning permission, either through Permitted Development rights or the Prior Notification procedure. This policy only applies where planning permission is required.
- 8.45 This policy also covers conversions to Houses in Multiple Occupation (HMOs) and flats whether from a dwelling house or another use. HMOs and flats are an essential part of Sefton's housing stock for local residents. However poor quality developments can harm the character and amenity of neighbourhoods.

<p>HC4 HOUSE EXTENSIONS, HOUSES IN MULTIPLE OCCUPATION AND FLATS</p> <p>1. Extensions and alterations to dwelling houses will be approved where:</p> <ul style="list-style-type: none">a. They are of a high quality of design that matches or complements the style of the dwelling and the surrounding area;b. The size, scale and materials of development are in keeping with the original dwelling and the surrounding area;c. The extensions and alterations are designed so that there shall be no significant reduction in the living conditions of the occupiers of neighbouring properties. In particular, extensions must not result in:<ul style="list-style-type: none">i. Loss of outlook, from the main windows of neighbouring habitable rooms,ii. A significant loss of light/overshadowing for neighbours,iii. An overbearing or over-dominant effect on the habitable rooms of neighbouring properties,iv. A significant loss of privacy for neighbouring residents. <p>2. Development involving the conversion of buildings to Houses in Multiple Occupation or flats will be permitted where it will not cause significant harm to:</p> <ul style="list-style-type: none">a. The character of the area orb. The living conditions for either the occupiers of the property or for neighbouring properties.

Key Policy Links:

- EQ2 Design

Explanation

- 8.46 Section 1 of the policy will include outbuildings (within the curtilage of dwelling houses or flats), garden structures and decking, etc. Habitable rooms include bedrooms, kitchens, living rooms, conservatories and dining rooms.

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- 8.47 All proposals for extensions, alterations and conversions will need to consider other relevant policies in the Local Plan, especially where the site is a heritage asset such as a Listed Building and/or in or adjacent to a Conservation Area or is in the Green Belt.
- 8.48 Further detailed guidance is set out in various Supplementary Planning Documents (SPDs) and in particular the House Extensions SPD.
- 8.49 The character of an area can be changed by a large number of properties being converted to flats and Houses in Multiple Occupation in a small area. Physical alterations to a number of buildings and the increase in the number of people living in those buildings have the potential, cumulatively, to harm the character of the area. This is of particular concern in a Conservation Area where associated works (such as knocking down the front boundary wall of a property to allow cars to park within the site) is not likely to be acceptable. In deciding whether proposals are likely to harm the character of the area, regard will be paid to the impact caused by:
- External staircases
 - The availability of off-street parking
 - The design of car parking areas, especially to the front of the building
 - Alterations to walls and fences
 - Bin stores

Sefton's heritage assets will also be considered.

- 8.50 The increase in the intensity of use of several buildings in a street has the potential to cause a significant increase in comings and goings. This disturbance may lead to decline in living standards. It can also have an impact on non-residential uses, for example it may cause harm to some business uses.
- 8.51 The 'Houses in Multiple Occupation and Flats' and 'House Extensions' Supplementary Planning Documents (SPD) provides more guidance on how this policy will be implemented.

PLANNING FOR GYPSIES AND TRAVELLERS

- 8.52 Gypsies and Travellers (referred to as travellers in this explanatory text) have their own traditions and culture. They have specific accommodation needs, often to support a nomadic lifestyle, and many live in caravans. Travellers are one of the most excluded groups in society. A lack of suitable pitches for travellers can result in unauthorised encampments which can cause distress and uncertainty to the travelling community, concern for other residents and cost to the Council, police and others.
- 8.53 The Council is required to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against our locally set target. Sefton's target is derived from a recent study of local need. The Council must also identify either specific sites or broad locations where sites could be found looking six to ten years ahead and, where possible, 11-15 years ahead. There are different types of traveller sites, including those that provide long-term (permanent) accommodation and others that provide short-term, temporary (transit) accommodation.
- 8.54 The requirements for traveller accommodation is set out in the 'Merseyside and West Lancashire Gypsy and Traveller Accommodation Needs Assessment', completed in 2014. This

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study was commissioned jointly with Knowsley, Liverpool, St Helens, West Lancashire and Wirral Councils.

HC5 GYPSIES AND TRAVELLERS

1. The following sites are allocated for Gypsy and Traveller pitches in order to meet the Borough's needs for Gypsy and Traveller accommodation:

Site ref.	Site location	Size	Type of site	Maximum Number of pitches
HC5.1	Land north east of Red Rose Traveller Park, Broad Lane, Formby	0.4ha	Permanent	6-8
HC5.2	Land south west of Red Rose Traveller Park, Broad Lane, Formby	0.2ha	Permanent	2-3
HC5.3	Land at Plex Moss Lane, Ainsdale	1.0ha	Permanent	6-8
HC5.4	Land at New Causeway, Ince Blundell	0.4ha	Transit	4-6

These sites are identified on the Policies Map. These sites are suitable for Gypsy and Traveller pitches and other ancillary development required for Gypsy and Traveller accommodation. Development which is not compatible with Gypsy and Traveller accommodation will not be permitted on these sites.

2. Proposals for new sites for Gypsy and Traveller accommodation should meet the following criteria:

- a. The site should provide a safe environment for intended occupants including from flood risk
- b. The site should have good or adequate access to the primary road network
- c. The site should be within easy reach of a range of essential facilities and services, including health services, schools, and jobs
- d. The use should not cause significant harm to the amenity of neighbouring properties
- e. The site should, as far as possible, be in a location that meets the aspirations of the Gypsy and Traveller community
- f. The development of the site should not result in unacceptable harm to the local environment, including to the integrity of internationally important nature sites.

Policy links

- NH2 Nature

National /regional context

- Planning policy for traveller sites, DCLG (2012)
- Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (2014)

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Explanation

- 8.55 There are currently two traveller sites in Sefton, both providing permanent accommodation:
- A Council run site (Red Rose Park) located at Broad Lane, Formby, which was extended by four pitches in 2014, and now provides 20 permanent pitches, and
 - A private site at Broad Lane, Formby which has two pitches.

These are shown on the Policies Map.

- 8.56 Merseyside and West Lancashire Gypsy and Traveller Accommodation Needs Assessment (2014) identified the following need for additional traveller accommodation in Sefton:

Figure 8.2 Traveller accommodation need in Sefton

Permanent traveller pitches 2013-2018	4
Permanent traveller pitches 2018-2023	6
Permanent traveller pitches 2023-2028	4
Permanent traveller pitches 2028-2033	1
Transit pitches after 2013	4

- 8.57 The additional four pitches provided at Broad Lane in 2014 meet the requirement for permanent pitches in the period 2013-18. No need has been identified in Sefton for any other type of traveller accommodation, such as for travelling showpeople.
- 8.58 The NPPF says that traveller accommodation is considered inappropriate development in the Green Belt. However paragraph 15 states that local planning authorities can make exceptional limited alteration to the defined Green Belt boundary “which might be to accommodate a site inset within the Green Belt” through the plan-making process. The NPPF proposes that “if land is removed from the Green Belt in this way it should be specifically allocated as a traveller site only”.
- 8.59 A ‘call for sites’ exercise did not identify any suitable sites in the urban area for traveller accommodation and, as there is a shortage of land for all types of homes in the urban area, the Council has identified sites in the Green Belt for traveller sites. These are shown on the Policies Map. The number of pitches identified in the policy on each of the allocated traveller sites should be considered a maximum. The proposed traveller site at Plex Moss Lane, Ainsdale (Site HC5.3), is a larger site than is required for the number of pitches proposed. This is to provide scope for a better designed, less intensive development that better blends into the surrounding landscape. The larger area will not be used to increase the number of pitches on this site than is allocated in the policy. The Habitats Regulations Assessment (HRA) of the Local Plan requires a site specific HRA for sites HC5.3 and HC5.4, in order to provide appropriate protection to the integrity of the Special Protection Areas/Ramsar sites bird populations. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Sufficient information must be provided with the planning application to enable the Council to make a Habitats Regulations Assessment. As site HC5.3 is located in open countryside in a prominent location, it is essential that appropriate boundary treatment is provided. The development of site HC5.4 for a transit site should also include appropriate boundary treatment.

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- 8.60 Proposals for additional traveller sites not allocated in the Local Plan will be assessed in accordance with part two of the policy and with other policies in the Local Plan. Traveller sites are not always compatible with other uses, both in terms of impact on the traveller site or on the neighbouring use.

COMMUNITY FACILITIES

- 8.61 Many communities have buildings and land that are valuable to them. The NPPF (paragraph 70) promotes the positive provision of community facilities and wishes to guard against the loss of valued facilities and services. The Localism Act (2012) gives the local communities the right to identify the facilities that are important to them through the local listing associated with the Community Right to Bid process. Buildings, land or services included in the list are called “Assets of Community Value”. For the purpose of interpreting what constitutes a valued community facility in relation to this policy, only buildings listed as an Asset of Community Value will be included. This policy sets out how applications for redevelopment of Assets of Community Value will be assessed.

HC6 ASSETS OF COMMUNITY VALUE

Where development will result in the loss, or partial loss of an Asset of Community Value, planning permission will be granted where the applicant has demonstrated that:

- a. Alternative provision will be made to meet community needs, or**
- b. An existing accessible facility will provide the facility or service that is being lost with the development, or**
- c. There is sufficient existing provision to meet the community’s day-to-day needs.**

Explanation

- 8.62 The NPPF seeks to promote the active use of, and to guard against the loss of, valued cultural and community facilities and to plan positively for new facilities.
- 8.63 Community facilities often compete with other uses which command a higher value and are therefore subject to development pressures. This can put existing facilities under pressure and it is therefore necessary to have criteria to give weight to the community value of the asset. The value to the local community will be weighed against other objectives within the plan.
- 8.64 This policy only applies to formally listed Assets of Community Value.
- 8.65 The assessment of accessibility to other facilities will vary depending on what type of facility has been listed and where it is located.
- 8.66 It is the responsibility of the applicant to demonstrate that they comply with this policy and this should be provided with a planning application. Where a developer is arguing that either alternative provision will be made or that another existing facility will be able to meet this need, then full details will be required of how this will be achieved. Legal agreements may be used to ensure that the relocation of community facilities does take place.

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8.67 The Plan supports the provision of new community facilities through other policies including policy HC3 'Residential Development and Primarily Residential Areas', policy ED2 'Retail, Leisure and Town Centre Uses' and policy MN3 'Land east of Maghull'.

EDUCATION AND CARE INSTITUTION SITES IN THE URBAN AREA

8.68 The purpose of this policy is to make clear the type and scale of development which will be acceptable in principle on school and college sites and sites with care institutions (such as hospitals) in the urban area. The intention is to balance the opportunity to allow some development with making sure features of the sites which are valuable to the wider community are preserved. These sites, which are shown on the Policies Map, comprise large-scale buildings set in extensive grounds. This policy does not apply to institutional uses which are in the Green Belt or are not set in large grounds. In the 2006 Unitary Development Plan these sites were designated as urban greenspaces; however, the government approach to open space in the NPPF means that an alternative policy approach to Sefton's institutional sites is needed.

HC7 EDUCATION AND CARE INSTITUTIONS

Sites in active use as schools, colleges or care institutions

- 1. Development which is for the following uses is acceptable in principle:**
 - a. Uses directly related to the existing use of the site or which sustain the viability of the existing use of the site, or**
 - b. Community-based recreation or sports facilities ancillary to the existing use of the site, or**
 - c. Environmental improvements which enhance the site's environmental quality or green infrastructure benefits.**
- 2. Development of the site must retain key green infrastructure and minimise harm to the historic environment and its setting.**

Sites formerly in use as schools, colleges or care institutions

- 3. Development for an alternative use which is compatible with the surrounding area is acceptable in principle, where appropriate evidence is provided that the institution and its ancillary facilities are surplus to recreational requirements.**

Schools, colleges and care institutions are shown on the Policies Map.

Key policy links

- NH5 'Protection of open space and Countryside Recreation Areas'

Explanation

8.69 The policy aims to allow appropriate development while protecting, and where possible enhancing, the key characteristics of sites currently used for education or care facilities. These are shown on the Policies Map. However, especially for sites no longer in active institutional use, it is recognised that there may be a loss of openness and associated visual amenity, as

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development is likely to involve building on previously open land. Policy EQ2 'Design' is therefore especially important to many of these sites.

- 8.70 School and college sites in Sefton include schools maintained by the local authority, private schools, academies, foundation schools and 'free schools'. Care institutions include hospitals such as Southport Hospital and institutions which provide for specific health or care needs such as the Parkhaven Trust and Ashworth Hospital in Maghull, the Nugent Care Society at Clarence House in Formby, and Nazareth House in Crosby.
- 8.71 In Sefton many schools and their sites date from the post-war period and are generally undistinguished, with few notable characteristics in terms of sections 1c and 2 of the policy. Other, usually older, schools, and institutional sites may have green infrastructure or heritage importance, as well as their educational or health importance. For these reasons such sites may make an important contribution to the character and distinctiveness of their local area.
- 8.72 For institutional sites in active use, it is important to provide for appropriate, limited development. In recent years, care and health institutions especially have faced financial, regulatory, restructuring and other pressures. These include pressures to enhance and extend the type, range and standards of their facilities and also to meet changing local needs and demands. For example, Sefton's increasing number of elderly people has led to increased demand for particular types of care such as dementia care services and 'extra' care. The Strategic Housing Market Assessment (SHMA) 2014 indicates that these trends will continue, stating that *"Demographic change is likely to see a requirement for additional levels of care/support along with provision of some specialist accommodation in both the market and affordable sectors"*. There has also been pressure for health authorities to provide housing for 'key workers'. This policy aims to help such care and health institutions to flourish and diversify.
- 8.73 Land which is used as, or has last been used as, playing fields, outdoor sporting facilities or their ancillary facilities must also meet the provisions of section 1 (b) of policy NH5 'Protection of open space and Countryside Recreation Areas'. This aims to prevent the loss of public open space or other outdoor sports and recreation facilities available to the public, in line with national policy and guidance. Notwithstanding this, there are other regulations which restrict development on playing fields generally, and school playing fields and former school playing fields in particular. Regulations also restrict development on playing fields or sites used previously as playing fields, especially those used in the last 5 years and on school playing fields and land used as school playing fields in the last 10 years.
- 8.74 In section 1(c) and section 2 of this policy a proportionate approach will be taken depending on the relevant green infrastructure, heritage characteristics and/or open views. In terms of section 3, uses compatible with surrounding land uses include alternative school, college or institutional uses.

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CHAPTER NINE INFRASTRUCTURE

- 9.1 Infrastructure is the term given to the range of physical, social and environmental services, facilities and structures that are needed for places and society to function. Infrastructure is crucial to Sefton's long-term economic growth and social well-being. It helps to create places where people want to live, work and are able to thrive.
- 9.2 Physical infrastructure includes roads, rail, sewers, homes and telecommunications. Social infrastructure includes schools, health facilities, shops and community facilities. Environmental infrastructure includes parks, open spaces, trees, canals and rivers, allotments and the coast.
- 9.3 The quality, location and capacity of our infrastructure can impact on growth and investment. While inadequate infrastructure can restrict growth, high-quality infrastructure can unlock development, boost private sector investment and improve Sefton's communities.
- 9.4 New development can place a strain on existing infrastructure. However, new development also has the potential not only to secure new infrastructure, but also to improve existing infrastructure and services and to support social infrastructure and services that may be in danger of closure.
- 9.5 Good infrastructure planning is essential to achieving a high quality of development. Working with partners, including both public and private infrastructure providers, local people and developers, is critical to ensuring that the right infrastructure is provided in the right location at the right time, so that development proposals will be supported by the timely provision of an appropriate level of infrastructure prior to development. The Local Plan is supported by an Infrastructure Delivery Plan which sets out the key infrastructure needed during the period of the plan. The Infrastructure Delivery Plan will also help set the priorities for how financial contributions will be spent, such as those gained through the Community Infrastructure Levy (CIL).

INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

- 9.6 Additional and improved infrastructure will be provided through the development process. This may be provided on site by the developer, and will be required by planning agreement or through the CIL.

IN1 INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

- 1. The Infrastructure Delivery Plan, Appendix 1 and other policies in the Local Plan list the infrastructure required for the implementation of the Local Plan strategy.**
- 2. Social, community, environmental and physical infrastructure will be protected, enhanced and provided where there is an identified need to support sustainable communities.**
- 3. Where appropriate, contributions will be sought to enhance and provide infrastructure to support new development. This may be secured as a planning obligation through a legal agreement, through the Community Infrastructure Levy or through other agreements.**
- 4. Where appropriate, the Council may require developers to provide the infrastructure**

themselves as part of their development proposals, rather than making financial contributions.

5. Developer contributions may also be sought in appropriate locations to assist with regeneration objectives set out elsewhere in the plan.

6. Planning conditions or phased legal agreements may be used to ensure infrastructure is provided within appropriate timescales.

7. The Council will work with a range of partners to make sure that infrastructure is provided in the right location when required.

8. The impact of providing or contributing to infrastructure on the viability of development proposals will be considered. Where scheme viability will be affected, developers will be expected to provide Viability Assessments which will be taken into account as a material consideration in the determination of planning applications. Essential infrastructure is required regardless of viability.

Explanation

9.7 An Infrastructure Delivery Plan supports the Local Plan. This sets out the types of infrastructure that will be needed during the plan period, the priorities for infrastructural improvements, how much this will cost and the expected source of funding. It is envisaged that this delivery plan will be updated regularly. The infrastructure types that are likely to be required in Sefton to support the Local Plan strategy include, but are not restricted to:

- Transport improvements (see policy IN2 - Transport)
- Additional school places
- Water supply and sewers
- Reduction of flood risk
- Public open space and other green infrastructure (including trees)
- Community facilities
- Improvement of heritage assets
- Habitat compensation or mitigation (see policy NH2 Nature)
- Cross boundary infrastructure

9.8 Section 106 agreements can only be used to secure improvements that relate directly to a site, which make the application acceptable in planning terms and which fairly and reasonably relate in scale and kind to the development. The Community Infrastructure Levy should be used to pool funds to secure infrastructure in the wider area and potentially on cross boundary infrastructure. A Section 123 list (as required by section 123 of the Community Infrastructure Levy Regulations 2010 as amended) will be maintained which will clearly set out what infrastructure the Council would like to be funded (or part funded) through the Community Infrastructure Levy.

9.9 A proportion of any contributions secured through the Community Infrastructure Levy will be spent on the priorities set by local neighbourhoods. Areas with a Neighbourhood Plan in place will set the priorities for 25% of any Community Infrastructure Levy; those without a neighbourhood plan will help determine what 15% of Community Infrastructure Levy will be spent on. Areas with Town or Parish Councils will be given their proportion of Community Infrastructure Levy direct.

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- 9.10 In some instances it may be acceptable to use developer contributions to assist the Council with its wider regeneration objectives. This may be in the form of infrastructure but could also include environmental improvements or improvements that assist in local economic or community development.
- 9.11 Where appropriate, planning conditions or legal agreements will be sought to enhance and provide infrastructure to support new developments, phased where appropriate, prior to development being completed, including physical and environmental infrastructure such as water supply and wastewater treatment.
- 9.12 The timely provision of an appropriate level of infrastructure means that in some instances development must only take place once any necessary new wastewater treatment infrastructure (including retrofit schemes) is in place. This is both to service the development and to avoid an adverse effect on internationally important nature sites. These instances will be determined through cooperation with other organisations, notably the Environment Agency and United Utilities that are responsible for deciding what wastewater-treatment infrastructure may be required.
- 9.13 Once more details are known on development sites, for example, the approach to surface water management and proposed connection points to the foul sewer network, United Utilities will seek to coordinate the delivery of development with timing for the delivery of infrastructure improvements.
- 9.14 On the larger sites, it may be necessary to ensure that the delivery of development is guided by strategies for infrastructure which ensure coordination between phases of development over lengthy periods of time and by numerous developers.
- 9.15 The Council will support the principle of investment in infrastructure to respond to development and environmental needs. Infrastructure is key to the delivery of sustainable development and economic growth, and meeting the development needs of the Borough.
- 9.16 The policies and allocations in the Local Plan have been subject to a viability assessment. However, there may be instances when the contribution to infrastructure may make a development unviable. It is the responsibility of the developer to show that this is the case by carrying out a viability assessment for specific sites. However, viability issues must not be a reason to avoid the provision of essential infrastructure, i.e. infrastructure needed to make the development acceptable in planning terms.

TRANSPORT

- 9.17 Economic growth relies on an effective and efficient transport system to move goods and people from one place to another. Land use and transport must be planned together to give people genuine choice of travel and so reduce the number of journeys using private cars. New and improved transport infrastructure, and making the best use of existing infrastructure, is vital to achieving the Council's objectives of sustainable development and regeneration. This policy sets out the key priorities for transport and when Transport Assessments will be required with development. Policy EQ3 addresses wider accessibility issues including making development accessible to a wide range of transport types and for people with restricted levels of mobility.

IN2 TRANSPORT

1. The Local Plan will seek an efficient and extensive transport network which enables services and facilities to be accessible to all, whilst also reducing congestion and minimising the environmental impact of transport. It will achieve this by:

- a. Improved access to the Port of Liverpool by a range of transport types
- b. A new train station and park and ride facilities at Maghull North (shown on the Policies Map)
- c. Development or extension of park and ride facilities at Hall Road, Seaforth and Litherland and Waterloo rail stations (shown on the Policies Map)
- d. The provision of interchange facilities in Southport, Crosby and Maghull centres
- e. Improved parking facilities in Bootle, Southport, Crosby and Maghull centres
- f. Upgrading of the motorway access at Junction 1 on the M58 (shown on the Policies Map)
- g. Traffic management improvements to the A565 and A5036
- h. Improved access to Southport from the east (A570 corridor)
- i. Safeguarding the rail link between Bootle New Strand and Aintree rail station (i.e. the North Mersey Branch line as shown on the Policies Map).

2. Improvements to the transport network will take account of the need for:

- a. Improving safety and accessibility for all transport users
- b. Protecting the freight distribution network
- c. Maintaining, improving and extending the walking and cycling network
- d. Better connecting new and existing neighbourhoods with the public transport network
- e. Creating opportunities for existing transport to become more sustainable such as by promoting/installing charger units at appropriate locations.

3. Transport Assessments or Transport Statements will be required for all significant development (see paragraph 9.23 below). A Transport Assessment will also be required where a development:

- a. Is below the Transport Assessment threshold but which will generate a significant number of trips
- b. Will affect the strategic route network
- c. Is judged to result in a significant impact on air quality, particularly where the development is within, or adjacent to an Air Quality Management Area or the development would be likely to result in the declaration of an Air Quality Management Area
- d. Is in close proximity to, or may have a significant impact upon a level crossing. Any proposal that significantly impacts upon a level crossing should be accompanied by a transport assessment which includes assessment of the level crossing.

4. Access onto the Primary Route Network will be restricted as follows:

- a. direct access onto the motorway and trunk road network will not normally be permitted
- b. access onto the remainder of the primary route network, whether indirectly (by way of an existing access) or directly (by a newly built access) will be permitted where it does not reduce the capacity of the road.

5. Direct access onto the primary route network will not be permitted where a reasonable alternative exists.

6. The preferred locations for development which generates significant movement of freight are:

- a. Sites which are served by sea, canal, rail or where rail facilities can be provided as part of the development or, where these options are not available
- b. Where there is good access to a road designated as a Freight Priority Route.

7. The Council will support initiatives to reconnect the Port of Liverpool (Southern Zone) between Alexandra Dock and Sandon Dock to the rail network. Subject to compliance with Policy ED1 'The Port and Maritime Zone' and NH2 'Nature', proposals by Peel Ports to extend the existing rail lines within the Port of Liverpool at Seaforth to directly serve the new Liverpool 2 container terminal will be supported.

Policy links:

- ED1 The Port and Maritime Zone
- EQ2 Design
- EQ3 Accessibility
- WM11 'Sustainable Waste Transport' (Waste Local Plan)

National /regional context

- Merseyside Local Transport Plan (LTP3)
- Joint (Merseyside and Halton) Waste Local Plan 2013
- Road Investment Strategy
- Liverpool City Region Combined Authority Transport Plan for Growth
- Liverpool City Region Long Term Rail Strategy

Explanation

- 9.18 This policy identifies the Council's current priorities for new and improved transport infrastructure. They are based on the third Merseyside Local Transport Plan (LTP3) and the LCR Transport Plan for Growth and will contribute to it being implemented. Where appropriate these transport priorities are also identified within the Council's Infrastructure Delivery Plan.
- 9.19 The new train station and park and ride facilities at Maghull North and the upgrading of the motorway access at Junction 1 on the M58 have received funding through the Liverpool City Region Local Enterprise Partnership (LEP) Growth Deal (July 2014). The funding goes a long way towards meeting the costs of these projects. The development of the 'Land east of Maghull' site will be required to contribute to the outstanding costs of these schemes.
- 9.20 The Port of Liverpool at Seaforth is planned to significantly increase its capacity as a result of the construction of the post-Panamax terminal, which will have implications for the amount of freight generated. The Port Access Study proposes that the potential of moving freight by rail will be maximised but that increased road capacity will still be required. Options are being explored to reconnect the Port of Liverpool (Southern Zone) from Alexandra Dock to the rail network as part of the Port Master Plan and Long Term Freight Strategy. Network Rail is also developing proposals to improve rail freight capacity on the Bootle Branch Line and the wider rail network and Peel Ports is considering options for a direct rail connection to the new Liverpool 2 container terminal. Highways England is developing proposals for a major highway

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improvement to the Port, as identified in the Road Investment Strategy, which will be delivered within the Local Plan period.

- 9.21 The Council is currently investigating the need for highway improvements in the A570 corridor to the east of Southport, in order to assess whether major highways improvements are required during the plan period. The nature and extent of these improvements will be based on the findings of the current modelling work.
- 9.22 The Council is committed to supporting a range of travel choice to developments particularly providing for walking, cycling and public transport. Accessibility by sustainable transport modes is addressed in policy EQ3 'Accessibility' and guidance provided in the 'Ensuring Choice of Travel' SPD.
- 9.23 The threshold for what the types and size of developments that will require a Transport Assessment (TA) or a Transport Statements (TS) are set out in the Ensuring Choice of Travel Supplementary Planning Document (SPD) 2009. These are locally derived standards for Merseyside.
- 9.24 Development that will result in a direct access onto the motorway or trunk road network will not normally be acceptable. However an exception may be made where large developments require a new dedicated access. This includes some sites allocated in the Local Plan.
- 9.25 Freight will become an increasingly important issue especially along the A5036 between the Port of Liverpool and Switch Island, due to the anticipated increase in freight connected with the expansion of the Port.
- 9.26 The disused rail link between Bootle New Strand and Aintree rail station (i.e. the Aintree Curve) is to be safeguarded for long-term future use beyond the period of the Local Plan. This is included within the Local Transport Plan and the Liverpool City Region Long Term Rail Strategy and is intended for future use for passenger trains to improve links between Bootle and Aintree. The safeguarded rail link is shown on the Policies Map.
- 9.27 Sefton's current Freight Priority Routes are:
- M57
 - M58
 - A5036 Switch Island to the Seaforth flyover
 - A565 from the Liverpool City Council boundary to the Seaforth flyover
- 9.28 The transport requirements related to new waste management facilities or extensions to existing facilities are set out in Policy WM11 'Sustainable Waste Transport' in the Joint Waste Local Plan (2013).

MANAGING WASTE

- 9.29 Sefton urgently needs to change its approach to the way it manages waste. The pressure for this comes from a variety of sources - European legislation, Government targets, increased waste generation, the need for improved environmental protection and rising public expectations all drive the need for rapid changes in our approach to managing waste. In particular, the Liverpool City Region (Merseyside and Halton) needs to reduce its reliance on landfill by providing alternative facilities for recycling, reprocessing, treatment and disposal.

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- 9.30 It is important to collect and dispose of waste to remove environmental health hazards that would otherwise arise in built-up areas from rotting refuse and vermin. Waste must also be disposed of safely. Waste is increasingly being considered as a surplus resource in the wrong place. The ambition to increase recycling rates and use materials more efficiently fits in with the Plan's objective to encourage the best use of resources and assets.
- 9.31 The Merseyside Councils and Halton Council prepared a Joint Waste Local Plan for the Liverpool City Region. This provides a common approach to dealing with waste and is an example of fulfilling the Duty to Cooperate. The Joint Waste Local Plan was formally adopted in July 2013 and promotes a sustainable approach to managing all waste across the six districts.

IN3 WASTE

The Council will promote sustainable waste management in accordance with the waste hierarchy. As set out in the Joint Waste Local Plan it will work to:

- a. Identify and safeguard (where appropriate) waste management sites in appropriate locations as shown on the Policies Map**
- b. Assist in the implementation of a resource-recovery led strategy for sustainable waste management**
- c. Ensure that the Borough contributes to meeting the identified sub-regional waste management needs**
- d. Encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the storage, collection and recycling of waste**
- e. Encourage the sustainable transport of waste and promote use and waste audits or a similar mechanism, such as waste management plans, and**
- f. Ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the Borough.**

National /regional context

- Joint (Merseyside and Halton) Waste Local Plan (2013)
- Joint Merseyside Municipal Waste Management Strategy 2011 -2041.

Explanation

9.32 Decisions regarding planning for new waste management facilities or other waste related uses should comply with policies in the Joint Waste Local Plan, this policy and other relevant policies in the Local Plan. The Joint Waste Local Plan has been subject to a Habitats Regulations Assessment which concluded that the Waste Plan would be unlikely to lead to a significant effect on European sites either alone or in combination with other plans and projects.

9.33 The allocation of sites and detailed development management policies are set out in the Joint Waste Local Plan. The sites are shown on the Policies Map which accompanies this Local Plan. These are:

- Alexandra Dock, Metal Recycling Facility, Bootle
- Site North of Farriers Way, Netherton
- 1-2 Acorn Way, Bootle
- 55 Crowland Street, Southport.

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9.34 The Waste Local Plan also defines an area of search for additional small-scale waste management operations and re-processing sites in Sefton, with an associated policy. The Sefton area of search comprises the industrial areas of Bootle and the southern part of the Sefton Dock Estate.

TELECOMMUNICATIONS

9.35 Mobile communications are an integral part of modern society and essential to a successful twenty-first century economy. With the growth of services such as mobile internet access, so the demand for new telecommunications infrastructure also continues to grow. The Government - through the National Planning Policy Framework (NPPF) - expects local authorities to be supportive of the economic and social advantages that telecommunications equipment can bring. It also expects operators to handle any environmental impacts sensitively and take into account the public's views. Large parts of the borough are benefitting from British Telecom's programme to provide superfast broadband.

9.36 The NPPF (paragraphs 42 - 46) sets out how it expects local authorities to assess telecommunications infrastructure and the Council will follow this approach.

ENERGY INFRASTRUCTURE

9.37 The NPPF (paragraph 97) recognises the importance of renewable and de-centralised energy. The main opportunities for large scale renewable energy within Sefton are likely to be in the Green Belt due to the geography of Sefton. The NPPF (paragraph 91) states that "When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases, developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources". The Plan does not allocate any large scale renewable energy schemes in the Green Belt.

9.38 Further national guidance is set out in National Planning Practice Guidance and the Ministerial Written Statements of 25 March and 18 June 2015. The latter indicates that when determining planning applications for wind energy development for one or more wind turbines, local planning authorities should only grant planning permission if:

- The proposed development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and the proposal has their backing.

9.39 The Written Ministerial Statement of 25 March 2015 included provisions on the siting of large scale ground-mounted solar panel installations to ensure that the locations chosen for these schemes are the most suitable, taking into account factors such as the agricultural quality of the land concerned.

9.40 The Plan does not allocate any sites for large scale renewable energy schemes in the Green Belt, and does not identify any sites as being suitable for wind energy development. The area of search for wind energy at Ince Blundell identified at the Preferred Option stage of Local Plan preparation has not been taken forward. This area was originally identified in the Liverpool City Region Renewable Energy Capacity Study (2011). This Study looked only at wind

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speeds and high level constraints with a view to identifying areas suitable for multiple turbine installations, and did not look at matters such as flood risk, landscape character, cumulative impact or the specific impacts on heritage assets. It did not consider wind energy installations at a small enough scale to comply with the requirements of the 18 June 2015 Ministerial Written Statement. Ince Blundell Parish Council and local residents submitted objections to this proposal at the Preferred Option stage.

- 9.41 The immediate review of the Plan provides the opportunity for the Council, working where appropriate in collaboration with the other Liverpool City Region authorities, to generate a new evidence base regarding renewable energy, including wind. This would assist the Council in determining such renewable energy applications in the light of the NPPF, National Planning Practice Guidance and most particularly the Ministerial Written Statement of June 2015. In light of the current situation, the Council will be unable to consent applications for onshore wind energy development until a review of the Local Plan is undertaken.
- 9.42 Sefton's commitment to reducing carbon emissions in Sefton is set out in chapter 10. Sefton's urban areas may only offer opportunities for small scale renewable energy schemes. Any proposals will be assessed against the NPPF and other policies within the Plan, National Planning Practice Guidance and the Ministerial Written Statement of 18 June 2015.

CHAPTER TEN DESIGN AND ENVIRONMENTAL QUALITY

10.1 Key objectives of the Local Plan include making sure that all development achieves a high standard of design and environmental quality, reduces environmental risk, helps mitigate the effects of development, esponds to climate change and contributes towards achieving a healthy environment. This chapter sets out how these issues will be addressed through the planning system in Sefton.

HEALTH AND WELLBEING

10.2 Improving health and wellbeing is a corporate priority for Sefton, as set out in 'Living Well in Sefton' (Sefton's Health and Wellbeing Strategy 2014-2020). Addressing health and wellbeing issues is complex and planning plays a role in helping to create a healthy Sefton. This policy sets out how development should contribute to the creation of healthy communities.

EQ1 HEALTHY SEFTON

Development should help maximise opportunities to improve quality of life to make it easier for people in Sefton to lead healthy, active lifestyles, by:

- a. **Improving access to a choice of homes and providing new homes that meet the needs of future occupiers**
- b. **Improving access to jobs**
- c. **Making adequate provision for safe waste storage or recycling opportunities**
- d. **Designing easy to maintain, safe and attractive public areas which minimise the opportunity for crime and reduce the fear of crime, and which promote social cohesion**
- e. **Encouraging people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport**
- f. **Appropriately locating food and drink shops, hot food takeaways, drinking establishments, restaurants, cafes and other non-food and drink uses which have health impacts, having regard to other land uses in the local area**
- g. **Having regard to accessibility of homes, education, jobs, public transport services, health and other services, recreational opportunities and community, cultural and leisure facilities**
- h. **Encouraging measures to achieve affordable warmth**
- i. **Managing air quality and pollution.**

National /regional context

- 'The Marmot Review: Fair Society, Healthy Lives' (2010)
- 'Healthy Lives, Healthy People' (White Paper 2011)

Explanation

10.3 While the planning process has only an indirect effect on health generally, it can have more influence on environmental inequalities which affect health and quality of life. The main aim of this policy is to set a strategic planning framework which will help the Council to achieve its corporate priorities. Health and wellbeing is a high corporate priority in Sefton. The policies in this chapter will help to achieve these priorities.

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- 10.4 Sefton has higher than national average levels of people who live in poor health with life expectancy lower than the national average and deprivation, unemployment and child poverty is higher than the national average. Sefton has significantly higher than the national average levels of people with excess weight and higher than average levels of childhood obesity in addition to high numbers of residents with a range of long term health conditions and/or mental health problems. Many of the latter are predicted to worsen due to an ageing population. Inequality of health varies significantly across the borough.
- 10.5 Part of the aspiration of 'Living Well in Sefton' (Sefton's Health and Wellbeing Strategy 2014-2020) is, by 2020, to:
- Improve the care, health and wellbeing of all Sefton residents and narrow the gap between those communities with the best and worst health and wellbeing outcomes;
 - Promote independence and help build personal and community resilience
 - Work with parents and carers so that all children and young people have opportunities to become healthy and fulfilled adults
 - Create a place where older people can live, work and enjoy life as valued members of the community
 - Improve opportunities and support residents to make choices so that people are able to live, work and spend their time in a safe and healthy environment, and
 - Provide early support so that people can remain independent for longer.
- 10.6 The 2012 Joint Strategic (Health) Needs Assessment recognised the need to improve health and well-being, especially for those in the poorest parts of Sefton, by promoting access to local, affordable and healthy food, smoke-free environments such as playgrounds, safe and accessible routes for walking and cycling, and regular physical activity.
- 10.7 The '2014 Sefton Strategic Needs Assessment - Environmental' document emphasises that the quality of people's living environment has a profound effect on their health and wellbeing (the wider determinants of health). The document states that health inequalities in Sefton are linked to the unequal impact of environmental influences on health and wellbeing. It identifies particular quality of life issues relating to the environment, including: air quality and pollution, climate change, energy and affordable warmth, housing decency and affordability, transport and accessibility, waste management, and greenspace.

DESIGN

- 10.8 Achieving good design in Sefton is about creating places, buildings, or spaces that reflect the best of local character, work well for everyone, promote healthy active lifestyles, look good, last well, and will adapt to the needs of future Sefton residents and businesses. High quality and inclusive design applies to all development - from small extensions to the largest development proposals. Section 7 of the National Planning Policy Framework (NPPF) urges the need for good design as a key aspect of sustainable development. This policy sets out how development should achieve good design.
- 10.9 The Joint Waste Local Plan is also relevant to the design and layout of new built developments and uses relating to collecting and storing waste, home composting and small scale low carbon combined heat and power in major new employment and residential schemes, where appropriate.

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

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**
- b. Integrates well with existing street patterns**
- c. Protects the amenity of those within and adjacent to the site**
- d. Ensures the safety and security of those within and outside the development through natural surveillance and the creation of active frontages**
- e. Creates well-connected attractive outdoor areas which fulfil their purpose well.**

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.)**
- b. Proposals for non-residential buildings consider flexibility in design to facilitate conversion to other uses in the future**
- c. Proposals for residential buildings consider the adaptability of new homes to meet the long term needs of residents**
- d. Proposals are designed to take advantage of natural solar gain.**

4. In relation to major and urban edge sites the following additional criteria apply:

- a. Key landmarks are retained, and new gateway features provided, to ensure locally distinctive developments**
- b. Structural planting is provided to soften the urban edge and provide a suitable transition to open countryside**
- c. A clear road hierarchy is set out, and different character areas within the development are provided, to assist navigation through and around the development.**

Key policy links

- MN2 Housing Employment and Mixed use allocation
- EQ3 Accessibility
- EQ7 Energy efficient and low carbon design
- HC4 House Extensions, Houses in Multiple Occupation and Flats

National /regional context

- Joint (Merseyside and Halton) Waste Local Plan 2013 (the 'Waste Local Plan')

Explanation

- 10.10 Proposals should respond positively to the character and form of their surroundings, in terms of density, size, layout, architecture, design and landscape. The context of a building may include any of the above, from the architectural detail of buildings to the general character of the area. Sefton has many diverse and distinctive areas. These are set out in 'Settlement Character Plans' which form part of the Design Supplementary Planning Guidance and in Conservation Area Appraisals. The purpose of the policy is to ensure that good design is achieved in all developments. Planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions (National Planning Policy Framework, paragraph 64).
- 10.11 Good quality design covers buildings, the site as a whole and the site within the context of its surroundings and wider area. The main aspects are how the development looks and how it works. Places and buildings should also have their own identity, fulfil their purpose well, be robust and adapt easily to changing requirements.
- 10.12 In areas of lesser design quality in Sefton, development should enhance the area rather than reproduce an existing poor environment. For many constrained sites, developers should take the opportunity to create design solutions which are bold, inspiring and long-lasting.
- 10.13 Sites, streets and other places must be designed to ensure safe and easy movement into, through and out of them for all potential users, including those of limited mobility, for pedestrians, cyclists, public transport users, cars users, and for servicing, deliveries and collection. Special consideration should be given to pedestrians and people with disabilities, the elderly, the temporarily infirm and parents with young children. The layout must be appropriate to the use and the context.
- 10.14 Safety and security can be promoted through careful design of buildings and spaces, for example through promoting natural surveillance. Natural surveillance can take place in a variety of ways, e.g. overlooking from windows and from people passing by on roads, open spaces and paths.
- 10.15 The term 'outdoor area' includes gardens, amenity space, car parking areas, and other public spaces. A high quality of detailing and materials is required. These spaces can strengthen communities by offering opportunities for recreation and places for people to meet. Policy EQ9 'Provision of public open space, strategic paths and trees' considers these issues in more detail.
- 10.16 Buildings and structures should make a positive contribution to the overall design of a development. Structures include boundary walls, fences and gate piers, and swimming pools and any swimming pool enclosures. The design of buildings and structures can have a major impact on the amenity of adjacent properties, the street scene and the character of the area.
- 10.17 Major and urban edge sites should contain key landmarks, gateways and varied features to ensure a distinctive development and facilitate easy access and navigation through the site. It

is important that landscaping is provided to soften the urban edge and improve views of new development from open countryside.

10.18 A Design and Access Statement may be required with some applications. The Council's validation checklist sets out when these are needed. This should demonstrate how the development will meet the criteria in this policy.

10.19 The Council intends to produce supplementary guidance to provide more detail on how this policy will be interpreted to update the existing Design SPD.

ACCESSIBILITY

10.20 It is important that Sefton's residents should be able to get easily to homes, jobs, shops, recreation and services. This can be achieved through trying to ensure access by a variety of types of transport, (including by private cars, public transport, walking and cycling) across Sefton. However, how easy it is to get to places varies widely across Sefton. This policy sets out how proposals for development can be made as accessible as possible.

EQ3 ACCESSIBILITY

In order to improve accessibility in Sefton, new development must adhere to the following principles:

- a. Be located and designed to encourage walking and cycling both within, to and from the site,**
- b. Where practical, be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations,**
- c. Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities,**
- d. Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met,**
- e. Ensure existing pedestrian and cycle paths are protected and where possible enhanced,**
- f. Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and**
- g. Have regard to the Council's parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.**

Key Policy Links:

- EQ2 Design
- IN2 Transport

National /regional context

- Merseyside Local Transport Plan, 2011

Explanation

10.21 The location of development determines both the number of journeys which are generated and what the transport choices are. Major developments should be located in areas that are accessible by walking, cycling or public transport. In order to determine whether a development is accessible for all forms of transport and so be able to identify potential

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improvements, it is often both desirable and necessary to carry out an Accessibility Assessment. When and how this should be done is set out in the Council's 'Ensuring Choice of Travel' Supplementary Planning Document (SPD). The SPD provides guidance on undertaking an accessibility assessment (Transport Assessment or Transport Statement) and a Green Travel Plan. The Merseyside parking standards, adopted by the Council in 2009, are also set out in the SPD.

10.22 Accessibility is also very important in relation to the design of buildings. It is important that buildings and facilities are flexible enough to adapt to changing circumstances and in particular, decreased mobility. This is important in Sefton where there is an ageing population. It is very important for access for wheelchairs and mobility scooters for shops and public buildings. This issue is addressed in Policy EQ2 'Design'.

POLLUTION AND ENVIRONMENTAL PROTECTION

10.23 Some development can cause pollution and pose a risk to the environment and to health if not managed properly. Sefton has some areas that have particular environmental challenges. These include:

- Large areas of land in parts of Sefton which have been contaminated due to historic land uses. Particular historic land uses that have a major impact in Sefton include, tin smelting (both directly and indirectly) and tanneries in South Sefton and land fill across the borough.
- Areas that suffer from poor air quality. Sefton has five Air Quality Management Areas (AQMAs) all between Waterloo and Bootle, related to poor air quality due to transport emissions.

10.24 There are regulations other than planning which are designed to control pollution of soil, water and air and the risks posed by the storage and use of hazardous substances. The aim of the policies in this section (EQ4, EQ5 and EQ6) is to complement these statutory processes and to minimise the risk to health and the environment from new developments in the Borough.

10.25 Some types of development can also cause noise, odour and other pollution on land, air and in water. Other developments may involve hazardous substances, whether through disposing of material from previous uses, or specifically as part of the new development. Policy EQ4 is aimed at addressing these issues, where relevant, through the planning process.

EQ4 POLLUTION AND HAZARDS

1. Development proposals should demonstrate that environmental risks have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts which include amenity, damage to health and wellbeing, property and the natural environment (including internationally important nature sites) from:

- a. Pollution of the land, water (including surface water and groundwater) and the air,
- b. Hazardous substances,
- c. Noise/vibration, dust, odour or artificial light pollution.

2. Development will be permitted where it can be demonstrated that:

- a. Appropriate measures are incorporated into proposals to avoid pollution to air, water and soil,

- b. There would be no unacceptable risk to the users of the site, occupiers of neighbouring land or the environment from the presence of hazardous substances. Proposals for sensitive uses close to existing sources of pollution must demonstrate that there will be no detrimental impact on the amenity of existing or future occupiers,**
- c. The impact of noise/vibration and lighting will not be significant or can be reduced to an acceptable level.**

3. Development must lead to no deterioration of, and where practicable improve, water quality, and must protect and enhance Sefton's waterbodies and water environment.

4. The cumulative effects of pollution will be taken into account in terms of the impact of a number of developments in an area. The effects of a combination of various types of pollution will also be considered.

Key policy links

- EQ5 Air quality
- NH2 Nature

National /regional context

- NW River Basin Management Plan
- Noise Policy Statement for England
- Water Framework Directive, 2000

Explanation

10.26 Development proposals need to take into account whether there is an environmental risk and, if there is, how this can be managed, mitigated or reduced, in accordance with this policy, other Local Plan policies and statutory and regulatory requirements. This must be set out clearly within any planning application. Where there is an identified pollution related issue then advice should be sought from the Council before the application is submitted.

10.27 Soil quality and water quality, including surface water and groundwater, could be affected by uncontrolled industrial processes, waste disposal, mineral extraction or through inadequate foul or surface water drainage.

10.28 Protection and enhancement of water quality remains crucial to help protect the integrity of the internationally important coastal nature sites and the quality of watercourses flowing in these sites and the dune aquifer. Policy NH2 'Nature' is relevant for any development likely to have a significant effect on an internationally important nature site or its supporting habitat, in line with the Conservation of Habitats and Species Regulations 2010 (as amended). Policy EQ8 'Flood risk and Surface Water' deals with sustainable surface water management which includes control of pollution and maintaining or enhancing water quality. This is in line with the Water Framework Directive.

10.29 Poorly designed lighting can cause sky glow and glare. This can harm wildlife, residential amenity and the character of an area.

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- 10.30 The risk posed by the storage and use of hazardous substances is reduced by maintaining appropriate distances (defined by the Health and Safety Executive) between establishments where hazardous substances are present and sensitive areas.
- 10.31 Noise/ vibration, dust or odour can give rise to problems whether from premises adjoining a proposed development, or from the development proposed. Where this is the case, a suitable assessment should be carried out and submitted with the planning application. The Noise Policy Statement for England provides guidance on what level of noise is considered acceptable. It is also important that development should not cause significant harm to the tranquillity or quiet enjoyment of sites used for countryside recreation or designated nature sites.
- 10.32 Special consideration will be given when assessing all types of pollution and hazards to sensitive types of development which might be affected by such proposals. These include schools and hospitals and proximity to housing and to vulnerable people, such as children and older people.
- 10.33 Development will not automatically be acceptable in planning terms simply because it meets statutory requirements under pollution control regimes or is given hazardous substance consent.

AIR QUALITY

- 10.34 There are national air quality standards that every borough is required to meet, and Sefton Council monitors air quality across the Borough in relation to these standards. Where these standards are consistently not met, an Air Quality Management Area (AQMA) has to be declared. There is a clear link between poor air quality and health. This policy aims to manage air quality issues linked to development.

EQ5 AIR QUALITY

- 1. Development proposals must demonstrate that they will not:**
 - a. Hinder the achievement of Air Quality Management Area objectives and the measures set out in an Air Quality Management Area Action Plan, or**
 - b. Hinder the revocation of an Air Quality Management Area by:**
 - i. introducing significant new sources of air pollutants, or**
 - ii. Introducing new development whose users will be especially susceptible to air pollution, or**
 - c. Lead to the declaration of an Air Quality Management Area, or**
 - d. Lead to a material decline in air quality.**
- 2. Where appropriate Major developments must incorporate appropriate measures to reduce air pollution and minimise exposure to harmful levels of air pollution to both occupiers of the site and occupiers of neighbouring sites.**

Key policy links

- EQ4 Pollution and Hazards
- IN2 Transport

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Explanation

10.35 Sefton currently has five Air Quality Management Areas (AQMAs). The number and location of AQMAs may change over time. The current AQMAs are:

- two at Crosby Road North, Waterloo; at Waterloo Primary School and at the junction with South Road;
- Millers Bridge, Bootle;
- the junction of Church Road and Hawthorne Road, Litherland; and
- Princess Way, Seaforth.

10.36 Development must not compromise Sefton's ability to meet national air quality targets, reflected in its AQMAs and Action Plans and other local air quality plans. As well as the individual impacts, the cumulative effects of development within an AQMA or elsewhere will also be taken into account, where in combination they result in a material decline in air quality.

10.37 When assessing the level of the impact of development proposals on air quality, relevant issues in relation to both parts of this policy are likely to include:

- The 'baseline' local air quality and the location of the development in relation to existing AQMAs or known air pollution sources or issues
- Whether the proposed development could significantly change air quality during the construction and operational phases;
- Whether there is likely to be a significant increase in the number of people exposed to a problem with air quality, e.g. when new housing is proposed in an area known to experience poor air quality, and/or
- Other issues set out in local air quality plans or national Planning Policy Guidance (PPG).

10.38 In relation to part 2 of the policy, the type and scale of both impact assessment and mitigation measures should be proportionate and will depend on the location of the site, the proposed development and the likely impact on air quality. Planning obligations or other legal agreements or mechanisms may be used to secure these measures. Examples of mitigation include:

- Design and layout of development to increase separation distances from sources of air pollution
- Provision of trees or other green infrastructure to absorb dust and other pollutants;
- Provision or promotion of infrastructure for means of travel which have a low impact on emissions, including low emissions vehicles
- Funding contributions towards measures to offset the impact on air quality arising from new development, including those identified in local or City Region air quality action plans and low emission strategies, and/or
- Other examples set out in local air quality plans or national Planning Practice Guidance (PPG)'.

LAND AFFECTED BY CONTAMINATION

10.39 A significant number of development sites in Sefton are contaminated due to a legacy of heavy industries. Contaminated land which is not satisfactorily remediated could be

dangerous to the health of occupiers of any future development as well as for the occupiers of neighbouring land uses. However many sites that are contaminated are brownfield sites (i.e. previously developed - mainly in urban areas). These sites will make an important contribution to meeting Sefton's housing and employment needs, thereby reducing pressure for development on greenfield and Green Belt land. This policy sets out how the Council will assess proposals for development on contaminated land.

EQ6 CONTAMINATED LAND

- 1. Development on contaminated land will be granted permission where it can be demonstrated that both future residents/occupiers of the development site, the residents of neighbouring sites and controlled water systems, ecological systems and property will not be exposed to harmful levels of contamination.**
- 2. Where development is proposed on a site that may be contaminated, the developer must establish the nature, degree and extent of any contamination and other relevant ground conditions on the development site by carrying out preliminary investigations.**
- 3. Where there is evidence that a site may be affected by contamination, or the proposed development is particularly sensitive to contamination, planning applications must be accompanied by a Preliminary Investigation report.**
- 4. Where planning permission is granted for sites where contamination has been identified, the developer will be required to (where appropriate):**
 - a. Carry out a full site investigation and assessment of development, and**
 - b. Remediate the site before it is developed.**
- 5. Where remediation is required, a verification report must be submitted to show that the agreed remediation objectives and criteria have been complied with.**
- 6. After remediation, land should not be capable of being listed as contaminated land under Part 2A of the Environmental Protection Act 1990.**

Key policy links

- EQ4 Pollution and Hazards

Explanation

10.40 This policy applies to all land affected by contamination or where the proposed development may be sensitive to contamination. It sets out how the Council will assess proposals for development on contaminated land.

10.41 Land uses/developments that are sensitive to contamination may include schools and hospitals and homes particularly for vulnerable people, children and older people.

10.42 Part 2A of the Environmental Protection Act 1990 defines contaminated land. Therefore remediation will not be considered to be completed until the site is no longer falls within this definition.

ENERGY AND CARBON REDUCTION

10.43 The Council has an on-going commitment to reducing carbon emissions in Sefton in line with its aim of reducing the impact of climate change. This will help Sefton to contribute to enabling the UK to meet its commitment under the Climate Change Act 2008 to reduce greenhouse gas emissions to at least 80% below 1990 levels by 2050 and under the EU Renewable Energy Directive 2009 to source 15% of its energy from renewable sources by 2020. This is in line with the National Planning Policy Framework (NPPF).

EQ7 ENERGY EFFICIENT AND LOW CARBON DESIGN

Major development should incorporate measures to reduce greenhouse gas emissions where practicable, through one or more of the following:

- a. Making the most of natural solar gain through site and building layout and design,**
- b. Energy efficiency measures, including for existing buildings,**
- c. Use of low carbon, decentralised and renewable energy,**
- d. Provision of infrastructure for low emissions vehicles.**

Key Policy Links

- EQ2 Design

National /regional context

- Next Steps to Zero Carbon Homes - Allowable Solutions 2014 (DCLG)
- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities, LCR Low Carbon Economy Business Plan and LCR Offshore Wind energy Hub, 2012 onwards
- LCR and Sefton Sustainable Energy Action Plans 2013 (SEAPs)
- Sefton Home Energy Conservation Act (HECA) Plan 2013

Explanation

10.44 The policy sets out a supportive framework to encourage energy efficient and low carbon design. The Government's March 2014 and March 2015 stream-lining of housing and construction standards means that requirements for energy efficiency and use of renewable, low carbon or decentralised energy are now set out in the Building Regulations, which take account of the government's commitment to achieving zero-carbon homes. Hence it is no longer appropriate for the Council to have its own Local Plan policy with local standards or requiring all proposals for non-residential development to incorporate renewable energy equipment to provide at least 10% of their predicted energy requirements from renewable sources. The Council intends to reconsider the need for local requirements if the national policy context changes in the future.

10.45 Increasing the use of sustainable energy, increasing energy efficiency in new and existing buildings, and reducing the relatively high level of fuel poverty in Sefton remain corporate priorities. Energy efficiency, including for existing homes, is particularly important in the Sefton context, consolidating the success of the REECH project. There are health and wellbeing benefits, as well as environmental benefits, from providing affordable warmth and well-insulated homes.

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- 10.46 The Council encourages major developments which meet higher energy efficiency standards than set out in the Building Regulations, or would achieve 10% on-site renewable energy as set out in a previous Council policy, or include retrospective measures to increase energy efficiency.
- 10.47 Policies in the Waste Local Plan are also relevant. Policy WM9 'Sustainable Waste Management Design and Layout for New Development' states that major new employment and residential schemes should facilitate small scale low carbon combined heat and power, where appropriate. Policy WM10 'High Quality Design and Operation of Waste Management Facilities' considers the design and environmental performance of waste management facilities, including BREEAM ratings. The Building Research Establishment Environmental Assessment Method (BREEAM) for Industrial Uses is a nationally recognised certification scheme which can be used for assessing the environmental performance of industrial buildings from design through to completion.
- 10.48 In July 2015 the Government indicated that it would not be pursuing the 'Allowable Solutions' mechanism for achieving zero carbon homes in major housing schemes. If the national policy context regarding use of 'Allowable Solutions' changes in the future, the Council will encourage development in Sefton which includes 'Allowable Solutions' to be compatible with the Council's energy strategies and plans, such as the Sefton Sustainable Energy Action Plan (SEAP), the Liverpool City Region SEAP or the Sefton Home Energy Conservation Act Plan (2013).

MANAGING FLOOD RISK AND SURFACE WATER

- 10.49 Sefton is a low-lying, predominantly flat Borough. Flood risk from all sources and its management is an important local issue, especially surface water flood risk, which in any given year has a 1 in 100 chance (1%) of potentially affecting 30% of properties in Sefton. This is set out in the 2011 Sefton Surface Water Management Plan (SWMP) and reflected in the 2013 Strategic Flood Risk Assessment (SFRA), which Sefton has prepared in line with the National Planning Policy Framework and National Planning Practice Guidance.
- 10.50 Flooding has consequences for the economy, environment and for social, health and well-being.
- 10.51 Management of flood risk means designing to control and where possible reduce the risk (and hence consequences) from any source of flooding. Climate change, especially increased rainfall intensity is likely to increase both the risk of surface water and other flooding in Sefton and the challenge of managing it effectively. Much of Sefton's agricultural land lies mainly within low-lying areas reliant on pumped drainage. It is particularly vulnerable to changes in rainfall amounts and intensity, land drainage and how flood risk is managed.
- 10.52 Hence, 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 Local Flood Risk Strategy which the Council has a duty to prepare. It also links to national requirements for sustainable drainage, set out in the National Planning Policy Framework and other national policy guidance.
- 10.53 Paragraphs 99 to 104 of the NPPF, and national planning guidance, stress the need for flood risk management, including the need to develop policies to manage flood risk from all sources

and to take opportunities offered by new development to reduce the causes and impacts of flooding.

EQ8 FLOOD RISK AND SURFACE WATER

Flood risk generally

- 1. Development must be located in areas at lowest risk of flooding from all sources, unless the Sequential Test and where appropriate the Exceptions test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in areas with lower risk of flooding, unless it is demonstrated that there are overriding reasons why this should not take place.**
- 2. Development proposals must not increase flood risk from any sources within the site or elsewhere, and where possible should reduce the causes and impacts of flooding.**
- 3. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage.**
- 4. Ground floor and basement access levels of all development should be a minimum of 600mm above the 1 in 100 annual probability fluvial flood level or the 1 in 200 annual probability tidal flood level with an allowance for climate change, taking into account the presence of defences and the residual risks of failure of those defences.**
- 5. Ground floor and basement access levels of all development should be a minimum of 300mm above the 1 in 100 annual probability surface water flood level with an allowance for climate change.**

Surface water management

- 6 In addition to the national requirements, site-specific Flood Risk Assessments will also be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment.**
- 7. Where reasonably practicable, development must incorporate sustainable drainage systems to manage surface water run-off within the site, so that:**
 - a. Surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for sites covered by buildings or impermeable hard surfaces, and for greenfield sites do not exceed greenfield rates**
 - b. Surface water discharge is targeted using a sequential approach, and proposals for the attenuated discharge of surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented:**
 - i. Into the ground (infiltration),**
 - ii. Into a watercourse or surface water body,**
 - iii. Into a surface water sewer, or**
 - iv. Into a combined sewer**
 - c. Above ground, natural drainage features rather than engineered or underground systems are used.**

8. Sustainable drainage systems must be designed to provide effective drainage for properties and their capacity must take account of the likely impacts of climate change and likely changes in impermeable area within the site over the lifetime of the development. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable.

9. Suitable arrangements for long-term access to and operation, maintenance and management of sustainable drainage systems must be incorporated within development proposals. This includes both surface and subsurface components of sustainable drainage systems, over the lifetime of the development.

10. Development on an area which is an adopted Sustainable Drainage System or has a formal flood risk management function is acceptable in principle where the development proposals do not reduce the ability of the area to manage the surface water or flood risk.

Key Policy Links

- NH2 Nature

National /regional context

- SuDS Manual, CIRIA (Construction Industry Research and Information Association)
- Non-Statutory Technical Standards for Sustainable Drainage Systems, Defra (2015)

Explanation

10.54 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (PPG) set out the 'sequential test' and subsequent 'exception test' approach which must be followed to make sure that development is located within areas at lowest risk of flooding from all sources (except in relation to most changes of use or minor developments). The sequential test aims to steer new development to Flood Zone 1 - areas with a low probability of river or sea flooding. Where there are no reasonably available sites in Flood Zone 1, councils should take into account the flood risk vulnerability of land uses (as set out in PPG) and consider reasonably available sites in Flood Zone 2 - areas with a medium probability of river or sea flooding. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 - areas with a high probability of river or sea flooding - be considered, taking into account the flood risk vulnerability of land uses. For some uses land in Flood Zone 2 or 3 should be used only if the exceptions test (as set out in PPG) is passed. Other sources of flooding are also relevant.

10.55 The 2013 Strategic Flood Risk Assessment (SFRA) indicates the locations and sources of flood risk in Sefton. Where the majority of a site is at lowest risk of flooding, parts of the site which are at greater risk must be subject to the sequential test, and if necessary the exception test, and the resulting uses and site design should reflect this.

10.56 Paragraph 102 of the NPPF says that the exception test can be passed only where it is demonstrated both that the development provides wider sustainability benefits to the community that outweigh flood risk and that the development will be safe for its lifetime. In applying the exception test the Council will give only limited weight to housing need as a "wider sustainability benefit capable of outweighing flood risk". Flood resistance and/or flood

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resilience design measures alone should not be used to justify development in areas at greater risk of flooding.

10.57 Paragraph 103 of the NPPF says that development proposals should not increase flood risk elsewhere, and paragraph 100 says that local plans should use opportunities offered by new development to reduce the causes and impacts of flooding. Part 2 of the policy reflects this. Where development proposals include raising ground levels in areas where surface water or flood water flows or collects (including land in Flood Zones 2 and 3), compensatory reductions in ground levels within the site must also be included, i.e. where infilling of the flood plain or sustainable drainage systems are proposed, flood storage must be provided to compensate for this, including an allowance for climate change. This is to make sure that areas next to the site or further away do not suffer from increased surface water or flood levels.

10.58 All options for reducing flood risk and/or surface water run-off from new development and implementing solutions (where viable) should be considered. Some of these will help achieve the surface water run-off rates and volumes set out in part 7a. Examples of ways that development can reduce flood risk overall include:

- Creation of new flood water storage areas within the site to reduce on-site or downstream flood risk or surface water flows from the site
- Appropriate, landscaped buffers around watercourses, free from buildings, structures or trees, to allow for access to flood defences and/or channels and for maintenance
- No new culverts, and removal of existing culverts, redundant structures and engineered river channels, together with taking opportunities to enhance the natural environment and setting of waterbodies or re-creation of natural river channels with associated habitat creation or enhancement
- An increase in the amount of soft surfacing such as grass or other planting (i.e. replacing what was hard-surfacing or buildings) to increase the scope for surface water to soak away, including 'green roofs'
- Use of permeable paving or surfacing treatments rather than impermeable surfaces to increase the scope for surface water to soak away, together with their continuing maintenance to make sure that they remain permeable
- Water efficiency, including grey water or rainwater recycling
- Tree and woodland planting in appropriate locations and of appropriate species
- Flood resistant or flood resilient design where appropriate.

10.59 Some of these examples, such as the need for a buffer adjacent to watercourses for maintenance, also relate to Environment Agency byelaws.

10.60 Part 3 of the policy reflects the need for an effective, integrated, approach to management of flood risk, surface water and foul drainage. This would include assessment of potential interactions and the most effective ways of managing these in combination, rather than considering each in isolation. Parts 4 and 5 are based on the recommendations in the 2013 Strategic Flood Risk Assessment and need to make sure that development is safe.

10.61 The NPPF sets out the national requirements for site-specific Flood Risk Assessments. Part 6 sets out additional requirements, based on the recommendations in the 2013 Strategic Flood Risk Assessment and the 2011 Surface Water Management Plan and reflects the significance of surface water flood risk in Sefton. Critical Drainage Areas are identified in both documents. National Planning Practice Guidance 2014 includes a checklist for site-specific Flood Risk Assessments.

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- 10.62 Applicants should refer to national and local guidance on sustainable drainage systems (SuDS), and should set out the arrangements for their on-going maintenance. It may be that the most sustainable form of surface water drainage varies between different parts of a development site, including where a site includes areas covered by buildings or impermeable hard surfaces as well as undeveloped 'greenfield' areas, or due to the site's topography. In these cases the applicant must incorporate the most sustainable drainage option for each different part of the site within the overall drainage scheme. It is recognised that Parts 7, 8 and 9 of the policy may be difficult to achieve for some changes of use or extensions.
- 10.63 United Utilities have indicated that connection of surface water drainage to a public sewer should be the last resort. They have also indicated that unless surface water discharges into the ground (soaks away), the applicant must demonstrate why each of the other sequentially preferable destinations for discharging surface water from sites, set out in part 7(b) of the policy cannot be used.
- 10.64 It may also be necessary to co-ordinate the delivery of infrastructure improvements. In the case of the larger development sites, it may be necessary to ensure that the delivery of development is guided by United Utilities' strategies which ensure coordination between different developments and phases over lengthy periods of time by a number of developers.
- 10.65 It should not be assumed that Sefton Council or a Parish or Town Council will adopt or maintain any sustainable drainage system. The applicant will be expected to make sure that suitable arrangements and legal agreements are in place, for the lifetime of the development, for access to and operation, maintenance and management of sustainable drainage systems. The Council will need to be satisfied that these are in place before planning permission is granted.
- 10.66 The Council will usually expect these arrangements and legal agreements to include planning conditions, and other mechanisms which, for the lifetime of the development:
- a. Clarify who will be responsible for management and maintenance of the sustainable drainage system and how this will be funded
 - b. Provide contact details of the responsible body to the lead local flood authority
 - c. Recognise that the maintenance and management schedules and requirements of the sustainable drainage system are integral parts of that system and so will also form part of the approved sustainable drainage system to be implemented. This includes procedures for monitoring and review
 - d. Recognise that all of the maintenance and management schedules and material changes to them must be agreed in writing by the Council before they are implemented.
- 10.67 Part 10 recognises the need to retain the flood risk management functions of existing SuDS or flood risk management schemes, for example those shown as flood or surface water storage areas within planning permissions, or operating as such. Such areas are part of Sefton's strategic green infrastructure network.

GREENSPACE, RECREATION AND TREES

- 10.68 This policy sets out the requirements for provision of new or enhanced public open space, Sefton's green network of paths and cycleways, trees and landscaping in relation to new

development. These are all part of Sefton's green infrastructure, which is protected as an environmental asset by strategic policy NH1 'Natural assets' in chapter 11, and are important to quality of life and the environment.

- 10.69 It is generally acknowledged that open space makes an important contribution to the health and wellbeing of communities. The National Planning Policy Framework's (NPPF) glossary defines open space as, in summary, all open space of public value which offer important opportunities for sport and recreation and act as a visual amenity. It is therefore essential to protect important open space and ensure that there are sufficient community facilities to meet local needs. There is scope to integrate public open spaces, other green spaces and appropriate landscaping into development proposals, and to plan positively for the creation, protection, enhancement and management of green infrastructure networks with multiple green infrastructure benefits. The NPPF emphasises this and the need to provide routes for cyclists and walkers and to protect and enhance rights of way networks.

EQ9 PROVISION OF PUBLIC OPEN SPACE, STRATEGIC PATHS AND TREES

Public open space

- 1. Appropriate high quality new public open space of at least 40 square metres per new-build home must be provided for the following developments:
 - a. Proposals for 150 or more new-build homes,**
 - b. Proposals for 11 to 149 new-build homes on sites which are more than 2 kilometres from a main park or Countryside Recreation Area.****
- 2. This new public open space must be provided within the site unless it can be demonstrated that enhancement of off-site open space is more appropriate, in terms of:
 - a. The type and density of housing development and site size, or**
 - b. Proximity to existing main, neighbourhood and community parks, or**
 - c. Other site-specific factors.****
- 3. New public open space (including outdoors sports facilities) created during the Plan period will be accorded the policy protection set out in policy NH5 'Protection of open space and Countryside Recreation Areas', even where it is not shown on the Policies Map.**
- 4. Development proposals which include new public open space must incorporate suitable arrangements for long-term management and maintenance of, and public access to, the new open space.**

Sefton's green network of paths and cycleways

- 5. Development with the potential to adversely affect the establishment or retention of a public right of way, or Strategic Path as shown on the Policies Map, will not be permitted unless sufficient mitigation is provided to ensure that existing access is maintained, and where possible enhanced, or where an acceptable alternative path is provided.**
- 6. Links to, or extensions of existing public rights of way, strategic paths or cycleways will be required where they improve the accessibility of an existing community or a development site.**

Trees and landscaping

- 7. 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 and management arrangements.**

Key Policy Links

- NH2 Nature
- NH5 Protection of open space and Countryside Recreation Areas

Explanation

Public open space

10.70 Parts 1 and 2 of the policy aim to secure appropriate new public open space provision in relation to new housing development. New-build homes include homes in Use Classes C3 and C4 (houses, bungalows, and flats and Houses in Multiple Occupation). Conversions are excluded from any count of new build homes on a site. Parts 1 and 2 also apply to proposals for less than 150 homes which are part of phased development for a site of 150 or more new homes.

10.71 In part 1 the figure of 40 square metres per home is based on the findings of the Open Space and Recreation Study 2015. The threshold figure of 150 new-build homes and the extent of accessibility deficiency areas are also based on the findings of the Open Space and Study 2015. New open space must be at least 0.6 hectares in size, also based on the 2015 Study. While the type of public open space provided should take into account the criteria in part 2, plus existing local open space provision including identified shortfalls, the Council would generally expect an equipped play area be provided. New public open space must be integrated into the development site and provided to a high design quality and, where appropriate and practicable, should provide other green infrastructure benefits such as tree planting, flood or water storage areas or new habitats.

10.72 Part 2 of the policy recognises that there may be some circumstances where on-site provision of new public open space may not be appropriate. The type (e.g. family homes, flats) and size (number of bedrooms) of new homes may be relevant. It is also recognised that with higher density housing schemes, on-site provision of new open space may prejudice the delivery of an otherwise acceptable scheme. There may be situations where the Council and developer agree that the site is too small to accommodate appropriate public open space, especially for smaller sites in accessibility deficiency areas. There will also be situations where development sites are close to existing public parks and other open space, for example next to a main park, within 1 kilometre of a neighbourhood park or within 400 metres of a community park, as set out in the Open Space and Recreation Study 2015. These are also shown in the Open Space SPD.

10.73 In these circumstances it may be more appropriate for these existing parks to be enhanced. Even where a site of more than 10 homes is within an accessibility deficiency area, as set out

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in the Open Space and Recreation Study 2015 and the Open Space SPD, site-specific factors may mean it is more appropriate to enhance existing open space or its accessibility from the site. This will be secured through Section 106 planning obligations where these meet the tests set out in Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended) and paragraph 204 of the NPPF, other legal agreements, or other appropriate delivery mechanisms.

- 10.74 It is recognised that some housing developments (particularly developments of less than 150 dwellings) may not provide site-specific solutions to offset the impact of recreational pressure on the internationally important nature sites on the Sefton Coast. However, the Council's management of its parks and playing field assets generally encourages the use of sites away from the Coast. The Council's management of its Countryside Recreation Area assets, its role within the Sefton Coast Landscape Partnership and the management activities of other partners all aim to control access to and visitor pressure on coastal sites. Policy EQ9 and notably the retention, provision and enhancement of public open space with good access to housing development sites in Sefton - in most cases away from the Sefton Coast - also makes an important contribution to managing recreation pressure on the internationally important nature sites on the Sefton Coast. This is important in helping Sefton to meet its commitments under the Conservation of Habitats and Species Regulations 2010 as amended.
- 10.75 It should not be assumed that Sefton Council or a Parish or Town Council will adopt any new open space. Part 4 makes it clear that the applicant will be expected to make sure that legal agreements, suitable plans and arrangements are in place for long-term management, maintenance and public access to the site. The Council will need to be satisfied that these are in place before planning permission is granted.
- 10.76 The Council will support in principle other public open space enhanced or provided by developers or partners such as The Mersey Forest or the Forestry Commission, subject to the need to make sure that suitable arrangements are in place for long-term management, maintenance and public access to the site. This includes, for example, informal or other recreation opportunities linked to the proposed Ribble Coast and Wetlands Regional Park and associated infrastructure.
- 10.77 The Council is preparing an 'Open Space' Supplementary Planning Document to set out more detailed guidance relating to new public open space and its design.

Sefton's green network of paths and cycleways

- 10.78 In part 5 of the policy, 'path' means a right of way or Strategic Path. Where such a path is within or next to a development site, it should be retained. If appropriate it should be enhanced, for example its width, surface, safety and natural surveillance. Paths should be diverted only if the alternative route achieves these enhancements and results in a better connection within and outside the site.
- 10.79 Where a proposed Strategic or other path is within or next to a development site, it should be implemented to a high quality as part of the development proposals.
- 10.80 The NPPF stresses the importance of rights of way and access. Sefton's network of rights of way, paths, cycle routes and Strategic Paths are significant for their value as recreation and general transport routes - for example providing traffic-free routes from homes to jobs, schools or other facilities. They are also key links between the urban and rural areas within

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and around Sefton, including coast and countryside parks and other public open space. As well as paths for walkers, cyclists and those with limited mobility, there are a number of bridleways in Sefton. The Sefton Coast Path, part of Sefton's network, is also part of a proposed footpath (for informal recreation) around the whole of the English coast, under the Marine and Coastal Access Act 2009, as set out in paragraph 107 of the NPPF. In addition, the Trans Pennine Trail starts in Southport and provides a walking route between the Irish Sea and the North Sea at Hornsea, 215 miles away. Proposed and existing strategic paths are shown on the Policies Map.

Trees and landscaping

- 10.81 Trees and other significant landscaping perform and provide many green infrastructure functions and benefits. Tree cover in Sefton is generally relatively sparse, but has increased significantly through the Mersey Forest. Street trees and other urban trees are therefore very important because of their green infrastructure benefits. Trees and woodlands outside the urban area also make an important contribution to Sefton's landscape and character.
- 10.82 Hence it is important in Sefton to protect existing trees, and for new trees to be planted when development takes place, as part of wider landscaping and planting schemes. Tree survey information should be provided as part of any major planning application and other applications which either may result in the loss or damage to trees or may affect a tree covered by a Tree Preservation Order. Loss of existing trees on development sites should be avoided where possible. Development that results in a loss of trees which are subject to Tree Preservation Orders will be acceptable only if it is demonstrated that there are no practical alternative solutions and where the need for the development outweighs the value of the trees that will be lost. Ancient Woodland is an important natural asset, and the provisions of Policy NH2 'Nature' apply.
- 10.83 In almost all cases replacement trees should be provided within the development site. In exceptional circumstances it may be appropriate for planting to take place outside the site, for example, on other land owned by the applicant.
- 10.84 The need for a landscaping scheme is set out in the Council's validation checklists. They will also be required where new public open space is being provided on site. The landscaping scheme should include all existing and proposed trees and other planting, hard and soft surfacing, pathways, cycleways and road, means of enclosure and any other relevant information. The Council intends to set out more detailed guidelines for landscaping and trees in the 'Design' Supplementary Planning Document.

FOOD AND DRINK

- 10.85 Food and drink uses are important economically and socially. However they can also be harmful to the living conditions of residents and a proliferation of certain uses can undermine the vitality and viability of local centres and parades. Too many food and drink uses in an area may also encourage unhealthy lifestyle choices for residents. This policy sets out how these issues will be balanced.

EQ10 FOOD AND DRINK

1. Proposals for food and drink uses will only be permitted where they are located so as to meet all of the following criteria:

- a. They would not cause significant harm to local amenity,
- b. They would not result in unacceptable groupings of similar uses where they would harm the character of the area, the vitality and viability of a centre or shopping parade or harm public health, and
- c. Any external ventilation and extractor systems do not:
 - i. Significantly harm the external appearance of the building or the street scene,
 - ii. Harm the residential amenity of neighbouring properties through noise or odours.

2. In order to address the problem of obesity amongst children, proposals for hot food takeaways (Class A5 uses) within 400 metres of secondary schools and further education establishments will not be permitted. Exceptions will be made where:

- a. It is located within a designated town, district or local centre, or
- b. The premises are not open until after 1700 hours.

Key Policy Links:

- EQ1 Healthy Sefton
- ED2 Town Centres
- HC3 Residential Development and Primarily Residential Areas

Explanation

10.86 Part 1 of this policy specifically refers to food and drink uses as covered by classes A3 - A5 of the Use Classes Order, i.e. restaurants and cafes, drinking establishments and hot food takeaways. Part 2 of this policy refers to Use Class Order A5, i.e. hot food takeaways. This policy does not apply to shops (Use Class A1) which sell food, such as groceries or sandwiches and other cold food, for consumption off the premises.

10.87 Premises selling food and drink have the potential to have particular impacts upon the visual and residential amenity of an area. They may be acceptable within the Primarily Residential Area if they do not harm residential amenity. In order to protect the amenity of neighbouring occupiers, conditions will be used to restrict opening hours.

10.88 In line with paragraph 69 of the NPPF, achieving high quality design and a healthy environment is a key objective of the Sefton Local Plan. The Borough has a higher rate of obese children than England as a whole and this policy seeks to control hot food takeaways within the vicinity of secondary schools and further education establishments. Hot food takeaways typically sell low-cost, energy-dense meals with little nutritional value that can contribute towards obesity and its ensuing health issues. When implemented alongside other policies and initiatives, controlling access to A5 uses around schools could contribute towards reducing rates of obesity.

10.89 Details of external flues and extractor systems must be submitted with all applications. Conditions may be used to restrict opening hours where appropriate.

10.90 The Council is preparing supplementary guidance to set out in more detail how this policy will be implemented, in the 'Hot Food Takeaways and Betting Shops' Supplementary Planning Document (SPD).

ADVERTISEMENTS

10.91 Advertising is part and parcel of town centres and elsewhere in the built up areas and can be one of the most dominant elements of the environment. It can enhance the appearance and vitality of a street but can also cause harm by cluttering the built environment and detracting from the quality of the area and the street scene. Many advertisements will require consent and this policy sets out how these applications will be considered.

EQ11 ADVERTISEMENTS

1. Proposals for advertisements will be granted consent where they do not have an unacceptable impact upon amenity and are not harmful to public safety.

2. In relation to amenity the following will be considered:

- a. They should respect the scale of and be sympathetic to their immediate surroundings and not dominate buildings, street scenes or open areas,**
- b. They should respect the design and appearance of buildings on which they are displayed, and**
- c. The size, location, and means of any illumination and whether a proliferation of adverts will create clutter.**

3. In relation to public safety the following will be considered: the location, siting, illumination, design or scale must not impede movement of pedestrians or make it unsafe for pedestrians and must not compromise the safety of vehicles using the public highway.

4. Advertisements displayed within or adjacent to Heritage Assets will need to be of particularly high quality, respecting the size, materials, proportions and detailing of the building.

Lord Street and Birkdale Village Conservation Areas

5. Advertisements attached to the verandahs should be limited in extent and must not over-dominate or hide their features. The cumulative effects of signage on the verandahs will be taken into account.

Key Policy Links:

- EQ2 Design

Explanation

10.92 Local planning authorities are responsible for the day to day operation of the advertisement control system established by the Town and Country Planning (Control of Advertisements) Regulations 2007. The advertisement control system covers a variety of advertisements and signs including:

- Posters and notices
- Placards, boards (including A boards) and hoardings
- Fascia signs and projecting signs

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- Pole signs and canopy signs
- Models and devices
- Advance signs and directional signs
- Estate agents boards
- Banners
- Stationary vehicles used for the purpose of advertising
- Blinds
- Canopies with lettering
- Flags with logos
- Balloons

10.93 The policy does not override the need to apply for listed building consent where required. This includes Lord Street, Southport which is within a conservation area and the verandahs, which are designated heritage assets. Advertisements within or adjacent to Heritage Assets can be particularly harmful if they are not displayed sensitively. The verandahs in the Lord Street Conservation Area (in Southport) are a distinctive feature and present particular problems with inappropriately designed advertisements.

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CHAPTER ELEVEN NATURAL AND HERITAGE ASSETS

11.1 Part A of this chapter sets out the strategic and other policies for all of Sefton’s environmental assets. Part B sets out the strategic and other policies for Sefton’s heritage assets.

PART A NATURAL ASSETS

11.2 Sefton has an outstanding environment which helps to make it distinctive, and which is valued by local residents, businesses and visitors. Natural assets are important components of this environment and should be retained and enhanced. Opportunities to achieve this will come through development proposals and other initiatives by the Council, its many partners and other organisations, with a range of funding sources. Recent and continuing initiatives include woodland planting and the update of the Sefton Coast Management Plan.

11.3 Sefton’s strategic natural assets include:

- Natural habitats, designated nature sites and priority habitats and the ecological network, notably the Sefton Coast
- The ability of the undeveloped coast to form a natural sea defence
- ‘Green infrastructure’ such as open space and trees
- Rural landscape.

NH1 NATURAL ASSETS

1. Sefton’s natural assets together with its landscape character should continue to contribute to the Borough’s sense of place, local distinctiveness and quality of life. Development proposals and other initiatives should contribute positively towards achieving this.

2. A hierarchical approach will be taken to the protection and enhancement of Sefton’s natural assets, according to their designation and significance.

3. Development should seek to protect and manage Sefton’s natural assets (including natural habitats, sites, the Ecological Network and green infrastructure). Where possible, development should:

- a. Maintain, restore, enhance or extend these natural assets; and**
- b. Create new habitats and green infrastructure; and**
- c. Secure the long-term management of these natural assets.**

4. Where it has been demonstrated that appropriate protection or retention of natural assets cannot be achieved, and there are no alternatives, mitigation and/or as a last resort compensatory provision will be required.

5. The main priorities are improving access, quality, linkages and habitat within the city region ecological network (including the Nature Improvement Area), improving access to and the quality of public open space and other outdoor facilities available to the public and urban trees.

Key policy links and objectives:

- Other policies in this chapter

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National and regional context

- 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011)
- Shoreline Management Plan
- The Mersey Forest Plan 2014

Explanation

- 11.4 This policy aims to protect, enhance and manage Sefton's strategic natural assets, taking a hierarchical approach according to the designation and significance of the assets.
- 11.5 Sefton's natural assets include the designated nature and geological sites and Priority Habitats which comprise the Core Biodiversity Area that underpin the Liverpool City Region (LCR) Ecological Network. Paragraph 9 of the National Planning Policy Framework (NPPF) recognises that sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, in line with wider Government policy set out in 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011). Other national policy for nature conservation is set out in paragraphs 109 to 119 of the NPPF. This complements legal duties and requirements for nature conservation set out in a range of legislation including the Natural Environment and Rural Communities Act 2006 and the Conservation of Habitats and Species Regulations 2010 as amended.
- 11.6 The internationally important nature sites are the most important features of the City Region's outstanding natural environment and network of green infrastructure as set out in the LCR Ecological Network. In line with the hierarchical approach, these sites have rigorous policy and legal protection and should only be developed where there are no alternative solutions, there are imperative reasons of overriding public interest, and where there has been appropriate mitigation and / or compensatory provision.
- 11.7 The key priorities for nature and geology in the City Region are:
- To manage our natural assets better – to protect the integrity of nature sites of international importance in the City Region, and to protect the City Region's nature and geodiversity assets; and
 - To make sure there is no net loss of these natural assets and to extend and enhance the City Region's Ecological Network and natural assets in line with the National Planning Policy Framework.
- 11.8 The LCR Ecological Network draws together the evidence (for example nature site designations and Priority Habitats) and indicates strategic priorities and opportunities in Sefton and across the City Region. Many natural assets occur at a landscape-scale and cross local authority boundaries. Neighbouring areas of Lancashire, Greater Manchester and Cheshire are currently preparing Ecological Networks, which will allow a more integrated approach between Sefton and adjacent local authorities.
- 11.9 The hierarchical approach to these nature and geological sites and their significance is set by the national context, and is reflected by policy NH2 'Nature'. The internationally important sites on the Sefton Coast are the most significant, followed by nationally and locally-designated sites and priority habitats respectively.
- 11.10 The local authorities in the City Region have worked together to prepare the LCR Ecological Network as joint evidence and to help plan for biodiversity at a landscape-scale. Discussions

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with neighbouring areas through Nature Connected, the Government-recognised Local Nature Partnership, have enabled wider connections beyond the City Region to be made.

- 11.11 The LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and Priority Habitats. It also includes linking networks and opportunities for further habitat creation and enhancement. The linking networks and opportunities for further habitat creation and enhancement are set out in seventeen Nature Improvement Focus Areas which together make up the LCR Nature Improvement Area. See www.meas.org.uk/1263 for more information.
- 11.12 The local authorities in the City Region continue to work together, and are committed to helping manage visitor pressure on the internationally important designated sites. This is a response to the ongoing Habitats Regulations Assessment process for their respective development plans. The opportunities identified in the LCR Nature Improvement Area provide a mechanism that helps focus and manage visitor pressure on the Sefton coast and at other internationally important nature sites within the City Region appropriately. More information about the hierarchical approach to the protection and enhancement of Sefton's designated sites, Priority Habitats, Priority Species and protected species, according to their designation and significance, is set out in Policy NH2 'Nature'.
- 11.13 Sefton's green infrastructure network is also one of the Borough's key natural assets. The main components of Sefton's green infrastructure are:
- The Sefton Coast,
 - Open space, which comprises public open space (which is also accessible nature space) and other outdoor recreation facilities available to the public
 - Countryside Recreation Areas (which are also accessible nature space) , including some parts of the Sefton Coast,
 - Sefton's green network of strategic paths and cycleways,
 - Sefton's designated sites of nature/geological importance and priority habitats,
 - Water bodies and land formally designed to manage surface water and flood risk, including adopted Sustainable Drainage Systems,
 - Agricultural land, and
 - Trees and landscaping.
- 11.14 Green infrastructure has many benefits and functions including economic, nature, recreation, health and well-being benefits. Green infrastructure helps reduce air pollution, and air temperatures locally, and helps to reduce and manage flood risk.
- 11.15 The significance of this green infrastructure is set out in more detailed policies in this chapter, and in policies EQ8 'Flood risk and Surface Water' and EQ9 'Provision of public open space, strategic paths and trees' and other policies in the Design and Environmental Quality chapter.
- 11.16 The policy approach to agricultural land is set out in the NPPF. Around 30% of Sefton's agricultural land is 'best and most versatile' agricultural land. The NPPF and Policy NH7 'Rural Landscape Character' sets out the approach to Sefton's predominantly flat and open landscape character.
- 11.17 Minerals are a finite land resource and can generally only be worked where they are found. Sefton has only limited known minerals resources. It contains no aggregate or minerals resources that are currently commercially viable or likely to become so in the future.

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However, there is the potential for energy mineral exploration and/or extraction, including oil, gas and hydraulic fracturing of shale gas. Sefton's policy approach is set out in policy NH8 'Minerals'.

NATURE CONSERVATION AND ENHANCEMENT

11.18 The Sefton Coast and its internationally important nature sites are the most important natural assets in the Borough. Other key natural assets include wetlands (both rivers and drainage channels), grasslands and woodlands.

11.19 Paragraph 9 of the NPPF stresses the importance of moving from a net loss of biodiversity to achieving net gains for nature as part of achieving sustainable development. Section 11 of the NPPF plus other legislation, regulations and guidance set out both how this is to be achieved, and legal duties and requirements for nature conservation.

NH2 NATURE

- 1. Development which may result in a likely significant effect on an internationally important site must be accompanied by sufficient evidence to enable the Council to make a Habitats Regulations Assessment. Adverse effects should be avoided, or where this is not possible they should be mitigated, to make sure that the integrity of internationally important sites is protected. Development which may adversely affect the integrity of *internationally important sites* will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest, and where suitable compensatory provision has been made. Such mitigation or compensation must be identified before development commences. Any mitigation or compensation must be functional before any likely adverse effect arises and should be accompanied by a dedicated project related Habitats Regulations Assessment. This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites (i.e. supporting habitat).**
- 2. Development which may affect other designated sites of nature and/or geological conservation importance, Priority Habitats, legally protected species and/or Priority Species will be permitted where it can be demonstrated that there is no significant harm.**
- 3. Development which may cause significant harm will only be permitted in:**
 - a. *National sites (including Sites of Special Scientific Interest, National Nature Reserves):* where there are no alternatives and where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network,**
 - b. *Local Sites (including Local Nature Reserves, Local Wildlife Sites and Local Geological Sites):* where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the ecological network,**
 - c. *Priority Habitats:* where the reasons for and the benefits of development on balance clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network, and**
 - d. Protected and Priority Species: where it is demonstrated that no significant harm will result.**

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- 4. Where it has been demonstrated that significant harm cannot be avoided, appropriate mitigation, replacement or other compensatory provision may be required, to accord with the hierarchy of sites. The location of appropriate mitigation, replacement or other compensatory measures will be targeted, using a sequential approach as follows:**
- a. On site**
 - b. Immediate locality and / or within the Core Biodiversity Area**
 - c. LCR Nature Improvement Area within the Borough, and lastly**
 - d. LCR Nature Improvement Area outside the Borough.**
- 5. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.**
- 6. Development proposals which affect sites of nature conservation importance, Priority Habitats, legally protected species or Priority Species must be supported by an Ecological Appraisal and include details of avoidance, mitigation and / or compensation, and management, where appropriate.**
- 7. Designated nature sites are shown on the Policies Map. Plan policies apply to other sites recognised during the Plan period as being of nature conservation importance, including land provided as compensation.**

Key policy links

- NH1 Natural assets
- NH3 Development in the Nature Improvement Area

National /regional context

- 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011)
- Circular 06/2005 'Biodiversity and Geological Conservation

Explanation

Protected sites and species

11.20 In line with paragraph 117 of the National Planning Policy Framework, the LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and Priority Habitats, linking networks and opportunities for further habitat creation or enhancement. Five of the seventeen Nature Improvement Area Focus Areas in the LCR are located wholly or partly in Sefton. Within the Core Biodiversity Area in Sefton, there is a hierarchy of designated sites and habitats (see appendix 2):

- a. Sites of international nature importance. (This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites – often termed 'supporting habitat' - for example pink-footed geese feeding areas). In Sefton these are the Ribble and Alt Estuaries Ramsar site and Special Protection Area (SPA), the Mersey Narrows and North Wirral Foreshore Ramsar Site and Special Protection Area and the Sefton Coast Special Area of Conservation (SAC). Sites outside Sefton include Liverpool Bay SPA and Manchester Mosses SAC,

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- b. Sites of national nature and geological importance, which in Sefton comprise Sites of Special Scientific Interest (SSSIs) and/or National Nature Reserves (NNRs) on the Sefton Coast,
- c. Sites of local nature and geological importance, which in Sefton comprise Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs) and Local Geological Sites (LGSs), and
- d. Priority habitats and species and legally protected species.

11.21 The Core Biodiversity Area includes Priority Habitats and Species, which are 'habitats and species of principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. Further guidance is available in the 'Nature Conservation' Supplementary Planning Document (SPD).

11.22 The Council, together with other public bodies (such as the Environment Agency) has a duty, under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006, to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' includes Priority Habitats and Species. Priority Habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or local importance. Legally protected species are those which have specific protection under legislation (e.g. badgers, bats). The 'Nature Conservation' SPD provides examples of priority and protected species in Sefton.

11.23 An Ecological Appraisal, which should be carried out by a suitably experienced ecologist, must support planning applications which affect sites of nature importance and / or Priority Habitats and Species. The details required are set out in the Nature Conservation SPD.

11.24 Policy NH2 sets out the hierarchical approach to the protection and enhancement of Sefton's designated nature and geodiversity sites, Priority Habitats and Species and legally protected species. It also sets out how the strategic priorities of managing the natural assets better and making sure there is no net loss of these assets will be achieved.

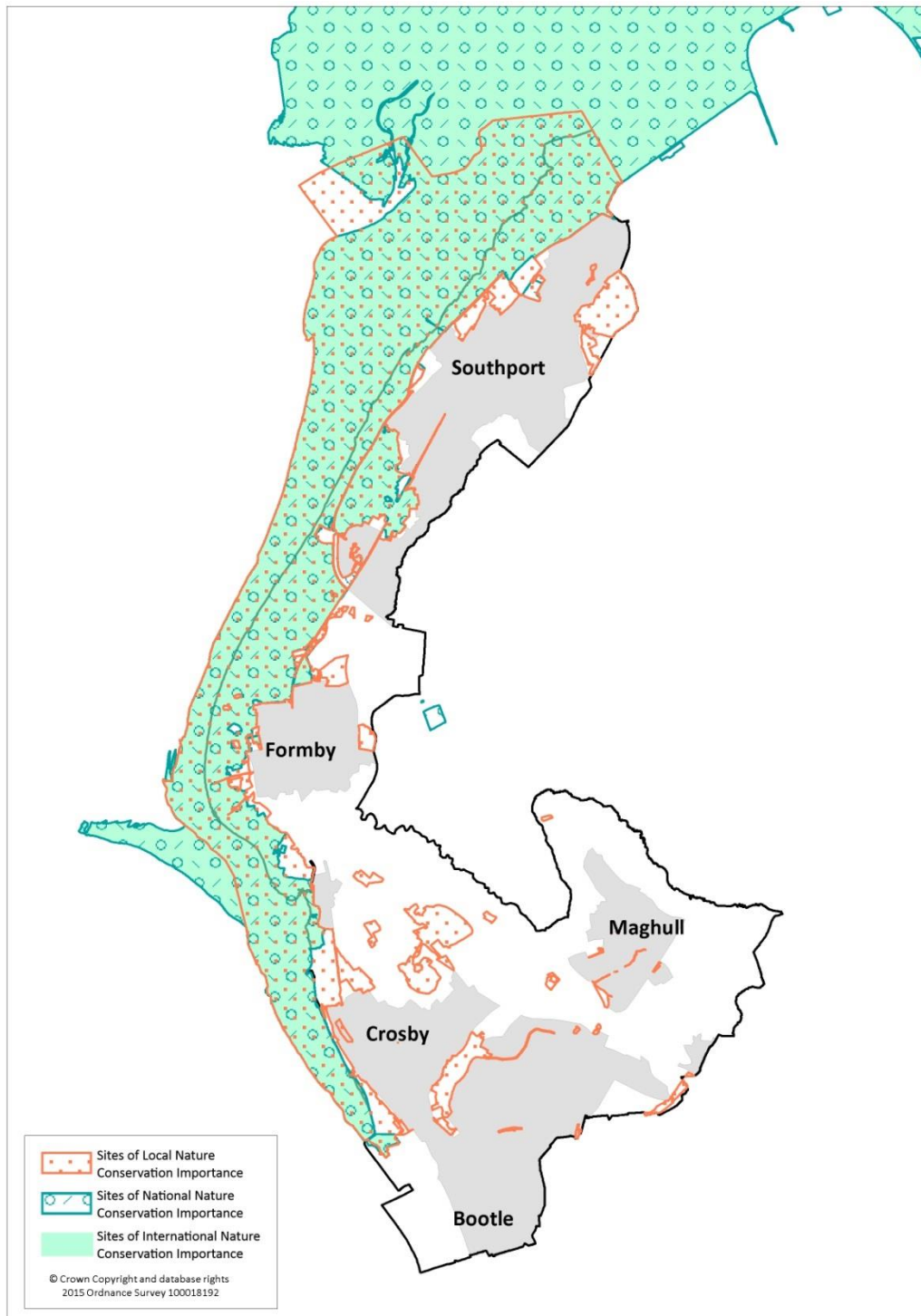
11.25 For each level of the hierarchy, there may be potential adverse effects for internationally important nature sites or significant harm for other sites and Priority Habitats. The policy therefore sets out the relative weight which will be given to the reasons for and the benefits of development and the impact on the nature conservation value of the site and its broader contribution to the LCR Ecological Network. For Sites of Special Scientific Interest, significant harm includes adverse effects on the site's notified special interest features, in line with paragraph 118 of the NPPF. In such cases for each level of the hierarchy, the policy also sets out the approach to appropriate mitigation, replacement or other compensatory provision. The advice of suitably competent persons such as ecologists, should be sought by applicants and the decision maker in relation to this policy. The focus on significant harm and the approach regarding avoidance, mitigation, replacement or other compensatory provision to secure no net loss of biodiversity is in line with principles set out in the NPPF, Planning Practice Guidance, Circular 06/2005 'Biodiversity and Geological Conservation' and 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services'.

11.26 Policy NH2 also sets out the stringent requirements for development which affect internationally important nature sites. It is expected that very few development schemes would meet these requirements.

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11.27 Development proposals and the decision making process on planning applications should also take into consideration the fact that some habitats, such as ancient woodland and veteran trees, are irreplaceable because of their age and complexity and cannot be recreated once they are lost.

Figure 11.1 Nature Conservation Sites in Sefton



11.28 The designated sites are shown on the Policies Map, and the full list of Sefton’s designated sites is set out in Appendix 2.

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11.29 Priority Habitats and Species are 'habitats and species of principal importance' for the conservation of biodiversity in England. The Secretary of State is required, under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006), to publish lists of priority habitats; the most recent review in 2007 listed 65 Priority Habitats and 1,150 Priority Species. The Council, together with other public bodies (such as the Environment Agency) has a duty under the NERC Act to conserve biodiversity, including Priority Habitats and Species.

11.30 In Sefton Priority Species include Natterjack toads, Sand lizards, Red squirrels, Whooper swans, Pink-footed geese and bats. Priority Habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or local importance. Legally protected species include badgers, bats and water voles.

Protection

11.31 Part 1 of the policy sets out the requirements for development which affects internationally important nature sites, whether in Sefton or elsewhere. The Habitats Regulations Assessment includes Appropriate Assessment and specific monitoring and/or mitigation or compensation where required. Alternative solutions would be alternative locations, different scales or designs of development, or alternative processes, or not going ahead with the development. Alternatives should be considered at the earliest stage of development.

11.32 In addition to these provisions planning proposals should take into consideration potential impacts arising from, for example, other sources of pollution, increased human disturbance or hydrological changes.

11.33 The Habitats Regulations Assessment of the Local Plan (notably in its Appendix) identifies a number of allocated sites where a site-specific Habitats Regulations Assessment will need to accompany any planning application. These requirements are also set out in Appendix 1 of this Plan and the explanations to policies MN3 'Land east of Maghull', MN6 'Land at Brackenway', MN5 'Land at Moss Lane, Churchtown', MN8 'Safeguarded Land' and HC5 'Gypsies and Travellers'. This is primarily to allow the Council to assess whether the sites support species listed as being important in the designations of Sefton's Special Protection Areas and Ramsar sites and if so, to make sure that appropriate protection is given to the integrity of this bird population or to the amphibian populations of the Ramsar site. More information is set out in the Habitats Regulations Assessment of the Local Plan. This also refers to the need for site-specific Habitats Regulations Assessments for development proposals that are likely to result in an increase of more than 1% in nitrogen inputs into the Sefton Coast Special Area of Conservation (SAC). Such proposals are likely to include those in or within 200 metres of the SAC, and those which could increase traffic flows on roads within 200m of the SAC by over 1,000 vehicle movements per day or 200 heavy duty vehicle movements per day (in terms of annual average daily traffic flows). This might include housing developments of 200 or more homes, office developments of 7,000 m² or more, industrial estates of 15,000 m² or more, warehousing of 35,000 m² or more, hotels with 300 or more bedrooms and leisure facilities or exhibition centres of 9,000 m² or more.

11.34 Part 2 of the policy sets out the requirements for development which affects other designated sites.

11.35 Where there may be significant harm to national or local sites, or to priority habitats, part 3 of the policy applies. It sets out the relative weight which will be given to the reasons for and the benefits of development, and the impact on the nature conservation value of the site and its

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broader contribution to the ecological network. The policy also sets out the approach to appropriate mitigation, replacement or other compensation. Paragraph 118 of the NPPF makes clear that if significant harm resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, planning permission should be refused.

Mitigation and compensation

- 11.36 Part 4 of the policy sets out the approach to mitigation, and as a last resort, compensation. Here, compensation means compensatory provision and may include financial compensation, where appropriate. It is crucial to the priority of no net loss that appropriate mitigation or, as a last resort, compensatory provision is made. The Nature Conservation SPD sets out in more detail how this should be achieved.
- 11.37 It is important that the location of appropriate mitigation, replacement or other compensatory provision follows the sequential approach set out in the policy. This seeks to target such measures as close as possible to the development site. In some instances the immediate locality of the site may include nearby sites in West Lancashire or another district. The Nature Conservation SPD sets out more detail about this.
- 11.38 Some proposed development sites have been identified as supporting species listed as being important in the designations of the internationally important sites. The Nature Conservation SPD sets out more detail about how the provision of functionally linked compensatory habitat for the loss of supporting habitat for pink-footed geese and other bird species recognised as being important to the international nature sites designations should be achieved, and how this relates to the sequential approach. In Sefton supporting habitats include feeding and roosting areas for Pink-footed goose, swans and a range of wading birds, taking into account this sequential approach.
- 11.39 To comply with the Conservation of Habitats and Species Regulations 2010 as amended, compensation for internationally important sites must be made before development begins, as set out in the policy. More information is set out in the Habitats Regulations Assessment of the Local Plan, and the Nature Conservation SPD. For other designated sites or species, mitigation, replacement or other compensation can take place as part of the development (during the development process). This compensation may be provided by the applicant, or through another person or organisation, such as a local land manager. It is sometimes termed 'biodiversity offsetting'. The Nature Conservation SPD includes examples of how habitat for mitigation or compensation could be provided and managed.
- 11.40 Landowners and farmers in Sefton play a local role in managing land which includes important habitats, principally for farmland birds, pink-footed geese and other birds referred to in the Special Protection Area designations, or land in the Nature Improvement Area.

Enhancement

- 11.41 The sequential approach for the location of appropriate mitigation, replacement or other compensatory provision should also be followed for other enhancements.
- 11.42 Policy NH3 'Development in the Nature Improvement Area' below, provides more information about the LCR Nature Improvement Area (NIA) and NIA Focus Areas. The Nature Conservation SPD sets out more detail about this.

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- 11.43 The Plan encourages opportunities to enhance habitat within development sites, including within public open space or sustainable drainage schemes. These opportunities range, for example, from significant habitat creation within larger sites, to 'bat boxes' or tree planting on smaller urban sites.
- 11.44 The Council encourages opportunities for habitat enhancement within development proposals within the Nature Improvement Areas. These may be linked to, but should be additional to or include biodiversity provision within wider green infrastructure provision or to the provision of water quality measures or sustainable drainage systems. These opportunities range, for example, from larger scale habitat creation within larger sites (such as wetland habitat linked to surface water management (SuDS) or flood risk storage areas) to smaller scale habitat creation on smaller sites (such as 'bat boxes', bulb planting).
- 11.45 The Council owns or manages a number of sites. Other key partners who own or manage nature sites in Sefton include the Environment Agency, Mersey Forest and the National Trust. Other landowners and farmers also play a local role in managing land which includes important habitats, principally for a range of farmland birds and overwintering birds such as lapwing, curlew and pink-footed geese and animals such as bats, water vole, brown hare and otter, amphibians and reptiles.
- 11.46 Additionally, there will be opportunities for the Council, together with its partners, to enhance Sefton's natural assets, and with it, the green infrastructure network. The Council will also encourage other opportunities arising from development to enhance appropriate areas focusing on the LCR Nature Improvement Area (NIA) which is part of LCR Ecological Network. This could be through changes to land management practices for land in their control as well as habitat creation at a larger scale. It is anticipated that funding would come from a variety of sources.

NH3 DEVELOPMENT IN THE NATURE IMPROVEMENT AREA

Development within the Nature Improvement Area will be permitted where it:

- a. Enables the functioning of the Nature Improvement Area**
- b. Contributes to the opportunities for habitat creation and / or habitat management as set out in the NIA Focus Area profiles, and**
- c. Is consistent with other policies in the Plan.**

Key policy links

- NH1 'Natural assets'
- NH2 'Nature'

National /regional context

- 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011)

Explanation

- 11.47 This policy, together with other Plan policies and the Nature Conservation Supplementary Planning Document (SPD) seeks to enhance Sefton's natural assets, including restoring or

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adding to natural habitats and other landscape features, and the creation of habitats where appropriate.

- 11.48 Nature Improvement Areas were proposed by Government as the principal mechanism for restoring and managing wildlife. They are intended to achieve significant enhancements to ecological networks by providing opportunities to improve existing wildlife sites, build ecological connections and restoring ecological processes. Delivering at a landscape-scale, these areas should connect with their local economies and communities.
- 11.49 The Liverpool City Region Nature Improvement Area (NIA), in line with paragraph 117 of the NPPF, is an integrated and prioritised framework for targeting opportunities for habitat creation and enhancement in the area where the greatest gains are likely to be achieved. This may include biodiversity offsetting, mitigation, compensation or changes in land management. Therefore the NIA offers solutions which enables sustainable growth and housing needs to be met without compromising Sefton's or the City Region's natural assets.
- 11.50 There are 17 NIA Focus Areas across the City Region, 5 of which are in Sefton (see appendix 2 and the Nature Conservation SPD). When taken together they combine to form the LCR NIA.
- 11.51 The NIA boundary will be kept up-to-date as part of the Local Plan evidence. This will enable future opportunities to be taken into account. Future reviews of the LCR Ecological Network will be in accordance with an agreed monitoring process. Each NIA Focus Area has been mapped and is also supported by a detailed NIA Focus Area profile which can be used to inform and guide use of the development management policies as well as the activities of other landowners, managers and other interests. Both the NIA Focus Area maps and profiles are included within the Ecological Network evidence base.

THE SEFTON COAST AND DEVELOPMENT

- 11.52 The 22 miles (35 kilometres) of the Sefton Coast help define Sefton and has played a significant role in the economic development of Sefton and the growth of its settlements. The Sefton Coast is one of the major natural assets of Sefton and the Liverpool City Region.
- 11.53 Policies ED1 'The Port and Maritime Zone', ED5 'Tourism', and ED8 'Southport Seafront' set out the principles for economic and tourism-related development in the Port and Southport Seafront areas of the Sefton Coast (both shown on the Policies Map) and elsewhere. Other Plan policies are also relevant, notably policies MN7 'Green Belt' and NH2 'Nature'.
- 11.54 Development which relates to the management of the natural areas and landscape features of the undeveloped coast, including management of informal recreation and existing golf courses, will be supported in principle, subject to the provisions of this and other Local Plan policies and national policy. The Council is committed to managing visitor pressure on the Sefton Coast, through mechanisms such as the Sefton Coast Partnership, Coast management plan and Beach management plan.
- 11.55 The natural processes affecting the coast, especially the undeveloped coast, mean that parts of the Sefton Coast are subject to change. Climate change and rising sea levels are likely to increase coastal change, hence the importance of Sefton's natural sea defences.
- 11.56 This policy focuses on protecting and enhancing coastal processes, landforms and habitats, and managing tidal flood risk and development in relation to coastal change.

NH4 THE SEFTON COAST

1. Development must not:

- a. Increase the risk of tidal flooding or coastal erosion through their impact on coastal processes,
- b. Impair the capacity of the coast to form a natural sea defence or adjust to changes in conditions without risk to life or property,
- c. Adversely affect water quality including the quality of the dune aquifer and bathing water quality,
- d. Adversely affect the integrity of sites of international nature conservation importance, taking into account appropriate mitigation, or as a last resort, compensation.

Development which may have an adverse effect on internationally important nature sites will only be permitted where it can be demonstrated that there are both no alternatives and imperative reasons of overriding public interest and where compensatory provision has been made.

2. Proposals which protect or enhance informal recreation, proposals for new coastal flood defences, flood risk management measures, and essential landfill facilities for offshore installations will be supported, subject to other Plan policies.

3. Within the Coastal Change Management Area as shown on the Policies Map, development must take into account the risk of coastal change and the vulnerability of the development and must:

- a. Be located in accordance with a sequential approach to risk and vulnerability,
- b. Be safe over its planned lifetime, and
- c. Provide wider sustainability benefits.

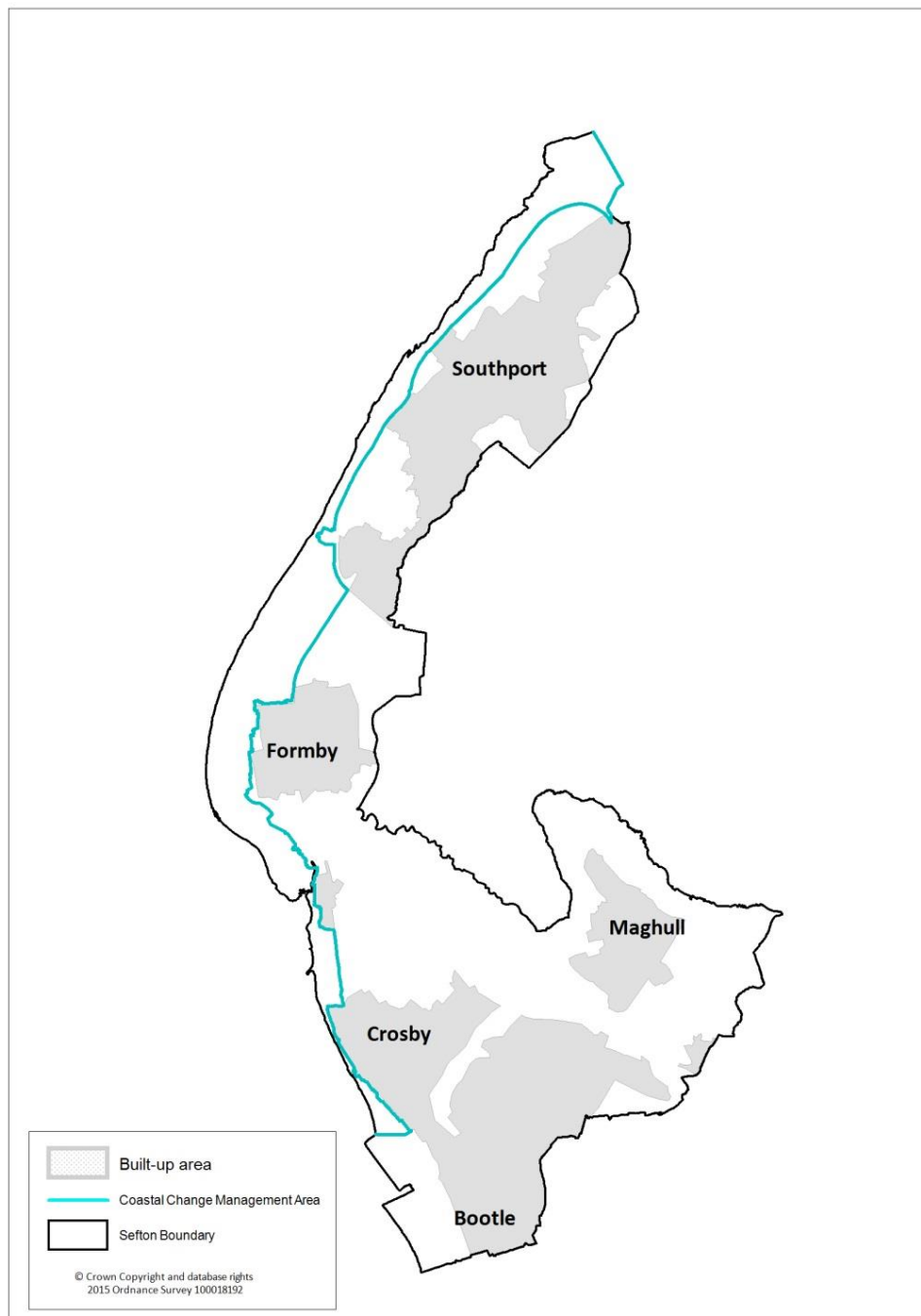
Key policy links and objectives:

- MN7 Green Belt
- ED1 The Port and Maritime Zone
- ED6 Tourism
- ED8 Southport Seafront
- NH2 Nature

National /regional context

- North Wales and North West England Shoreline Management Plan, 2011
- Marine Policy Statement, 2011

Figure 11.2 Sefton's Coastal Change Management Area



Explanation

11.57 It is important that development does not adversely affect the capacity of the coast to form a natural sea defence or adjust to changes in conditions. It is also important to protect, and where appropriate enhance, bathing water quality and the quantity and quality of the dune aquifer. This applies to development at or next to the coast and may also apply to development more distant from it.

11.58 Ainsdale, Formby and Southport are formally designated as bathing beaches and are subject to rigorous checks and regulations relating to water quality.

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- 11.59 The quality of watercourses, or surface water run-off which flow into the sea affects bathing water quality. However, some factors which affect water quality such as agricultural practices are beyond the control of the planning process.
- 11.60 The self-contained aquifer within the dunes is crucial to the ecology of the dunes and other parts of the internationally important nature sites and is an important source of water for several golf courses in the area.
- 11.61 In some areas the Sefton Coast is extending, and this change is considered to be broadly positive. In other areas the undeveloped coast is vulnerable to coastal change and specifically to erosion, for example from south of Hightown and Altmouth northwards via Formby Point to the Ainsdale area. This is reflected by the Shoreline Management Plan whose policy approach promotes 'managed re-alignment'. For the rest of Sefton's coastline, including the extending salt-marsh north of Southport Pier, the Shoreline Management Plan policy is to 'hold the line'.
- 11.62 Development within the Coastal Change Management Area, as shown on the Policies Map and Figure 11.2 above, must meet the requirements set out in this policy and in national policy and guidance. Where appropriate, conditions may be used to limit the lifetime of development requiring a coastal location to a temporary period, or to limit its use or occupancy, and to agree the approach for managing the development at the end of its planned life.
- 11.63 Some coastal leisure facilities in Sefton are at risk from coastal change, notably Blundellsands Sailing Club at Hightown, and a substantial part of the National Trust's site at Formby Point. The National Trust's site is important for tourism and the local economy, ecology and nature conservation. It receives 350,000 visitors per year, many from outside the region. However, visitor facilities such as the car park are likely to be lost during the Plan period as a consequence of coastal change. The replacement of facilities threatened by coastal change will generally be supported.

OPEN SPACE AND COUNTRYSIDE RECREATION AREAS

- 11.64 Sefton's open space, which comprises public open space and other outdoor sports and recreation facilities available to the public, is a significant and important part of the Borough's green infrastructure. Open space provides recreation benefits including exercise through active sports, walking, cycling and use of play facilities. Sefton's Countryside Recreation Areas offer important opportunities for informal recreation in a countryside, coastal or woodland setting. Access to green space, trees and nature is also good for people's health and well-being. Some open spaces have heritage value, for example Botanic Gardens, Churchtown; Kings Gardens, Southport; Derby Park in Bootle; and Potters Barn and park, Waterloo.
- 11.65 The NPPF and planning practice guidance refer to the need to protect open space, which is defined as "All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity." The Council considers that in Sefton such open space comprises both public open space and other outdoor sports and recreation sites available to the public. Countryside Recreation Areas, shown on the Policies Map, are also important, and are also key components of Sefton's green infrastructure.

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11.66 Policy NH5 considers the protection of open space. Policy EQ9 'Provision of public open space, strategic paths and trees' sets out the requirements for the provision of new public open space, strategic paths and trees, linked to development. Sefton's approach to the protection of existing built sports facilities follows that in the NPPF.

NH5 PROTECTION OF OPEN SPACE AND COUNTRYSIDE RECREATION AREAS

1. The following types of development are acceptable in principle on open space:

- a. **Environmental improvements which enhance the site's environmental quality or green infrastructure benefits, including built facilities necessary for the use of the site,**
- b. **Other development proposals, where:**
 - i. **An assessment has been undertaken which has clearly shown the public open space or outdoor sports facilities to be surplus to requirements, or**
 - ii. **The loss of public open space or outdoor sports facilities resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or**
 - iii. **The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.**

2. Development in Countryside Recreation Areas should protect and enhance their informal recreation use, subject to other Plan policies.

Countryside Recreation Areas and Open Space in the urban area are shown on the Policies Map.

Key policy links

- NH1 Natural assets
- EQ9 Provision of public open space, strategic paths and trees

National /regional context

- Nature Nearby, Natural England, 2010

Explanation

11.67 The policy aims to protect open space while allowing its recreation or other green infrastructure benefits to be enhanced, and to protect and enhance informal recreation in the Countryside Recreation Areas. Open space comprises public open space and other outdoor sports and recreation facilities which are available to the public. Such sites of 0.2 hectares or more in the urban area are shown on the Policies Map.

11.68 Of this open space, Sefton's public open space in the urban area, comprises:

- Main parks, neighbourhood parks (including local parks and play areas, public nature sites in the urban area and larger, public amenity green spaces),
- Public playing fields, pitches and outdoor sports sites,
- Public water bodies used for recreation such Crosby Marine Lake, Southport Marine Lake and the canal and its towpath, and

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- Public cemeteries in Bootle and Netherton, Southport and Thornton.

11.69 Public open space in the Green Belt includes the canal and its towpaths, and some more formal parks or outdoor sports sites, notably Fleetwood Road playground, Birkdale Common, Birkdale Cemetery and Liverpool Road Recreation Ground, Ainsdale, in Southport; Balls Wood Park, Leatherbarrow Lane, in Maghull; St Catherine's Abbey, Lydiate; and The Delph, Melling.

11.70 This public open space, in both the urban and rural area, is also accessible nature space. Natural England's 'Nature Nearby' (2010) recognises that accessible nature space is everyday nature, close to where people live. This takes many forms including nature sites, woodland, country parks but also urban parks and other public open spaces. The areas of the Green Belt which are particularly important for informal recreation are identified as Countryside Recreation Areas on the Policies Map (including parts of the Sefton Coast). They are also accessible nature spaces.

11.71 Sefton's other publically available outdoor sports and recreation facilities include sports club pitches and outdoor sports sites which are used by local teams and sports' leagues, allotments and the Blundellsands Key Park. They include bowling greens within the grounds of some of Sefton's public houses and sports or other club sites. These are identified in the Playing Pitch Strategies where there are formal agreements for use by local sports teams, clubs or organisations. Other publically available outdoor sports and recreation sites in the Green Belt are not shown on the Policies Map. These include:

- Blundell Lane and Birkdale allotments, Southport, Hoggs Hill Lane allotments in Formby, Queensway allotments, Crosby and Beach Road allotments in Bootle,
- Four outdoor sports sites south of Altcar Lane, Formby, on Sandy Lane, Hightown, plus the Northern Club, Chaffers Fields and Brook Vale playing fields in Crosby, Buckley Hill playing fields in Bootle, and
- Sefton Arms bowling green, Sefton Village.

11.72 The Moss Lane allotments which are located close to Southport's eastern boundary, are also part of Sefton's leisure provision, but as they are in West Lancashire this Local Plan does not apply to them.

11.73 The most recent Open Space and Recreation Study or Strategy, Playing Pitch Strategy and Non-Pitch Sports Strategy are the basis for assessing whether public open space or outdoor sports facilities are surplus to requirements, as set out in the first bullet point of part 1(b) of the policy. Where replacement provision for facilities that are not surplus to requirements is necessary under the second bullet point of part 1(b), appropriate delivery mechanisms, such as legal agreements, must be in place before planning permission is granted. Replacement provision may involve the development of new open space or sports facilities, or a significant improvement in the quality of existing facilities so that they are capable of accommodating much greater usage, for example through the provision of artificial '3G' playing pitches. Policy EQ9 'Provision of public open space, strategic paths and trees' sets out the current basis for judging appropriate provision of public open space in new housing development.

11.74 Retention, provision and enhancement of public open space within or close to housing development sites, and in Countryside Recreation Areas, makes an important contribution to managing recreation pressure on the internationally important nature sites on the Sefton Coast.

GOLF

11.75 Golf and especially the 'links' courses are important for recreation, tourism and the economy in Sefton. Southport Old Links golf course and Bootle 'Pay and Play' golf course have an important role for local recreation and both are located in the urban area. Bootle Golf course is centrally located within the built-up area of Bootle and Netherton. Southport Old Links golf course is on the urban edge, and is also a Local Wildlife Site. Part of Hesketh Golf Course, Southport is also in the urban area - the rest is in the Green Belt. Hesketh Golf Course is a Site of Special Scientific Interest and Local Wildlife Site and Local Geological Site. These urban golf courses are subject to policy NH6 below.

NH6 URBAN GOLF COURSES

Bootle Golf Course

- 1. Development which enhances the recreation or environmental quality or other green infrastructure benefits of Bootle Golf Course will be acceptable in principle, including built facilities necessary to the golfing use of the site.**
- 2. Proposals for other development which sustains the viability and quality of a golfing facility at Bootle Golf Course will be considered on their merits, having particular regard to:**
 - a. The scale and type of development,**
 - b. Enhancements to the golf and recreation facilities,**
 - c. Highways and access issues, and**
 - d. Design, access and amenity.**

Southport Old Links Golf Course

- 3. Development which enhances the recreation or environmental quality or other green infrastructure benefits of Southport Old Links Golf course and protects or enhances the Local Wildlife Site will be supported.**

Hesketh Golf Course

- 4. Development which enhances the recreation or environmental quality or other green infrastructure benefits of the part of Hesketh Golf Course in the urban area and protects or enhances the Site of Special Scientific Interest and Local Wildlife Site and Local Geological Site will be supported.**

The above Golf Courses are shown on the Policies Map.

Key policy links

- NH1 Natural assets
- NH2 Nature

Explanation

11.76 This policy aims to retain the provision of golf facilities at Bootle Golf Course, at Southport Old Links Golf Course and the part of Hesketh Golf Course within the urban area. These urban golf

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courses are shown on the Policies Map. At the same time the policy aims to protect and enhance the Site of Scientific Interest and Local Wildlife Site at Hesketh Golf Course and the Local Wildlife Site at Southport Old Links Golf Course. Any future development proposals for Southport Old Links Golf course or Hesketh Golf Course (including land in the Green Belt) should be accompanied by a site specific Habitats Regulations assessment and provide appropriate protection to the integrity of the internationally important nature sites.

11.77 The policy also provides a strategic framework for assessing development proposals on Bootle Golf course. These may be proposals for ancillary development at Bootle Golf Course which would help to ensure that the continued provision of golf facilities remains viable.

LANDSCAPE CHARACTER

11.78 Sefton's rural landscapes, including its historic landscapes, are an environmental asset which contributes to Sefton's distinctive character. The main features are Sefton's generally flat, low lying, and open character, linked to the Coast and Lancashire Plain. These landscapes have evolved to their present form over thousands of years from a combination of natural geomorphological changes and human influence. The more notable historic landscapes and settlements occur around North Meols / Churchtown, Formby Hall, Ince Blundell, Little Crosby and Thornton, Lydiat Hall, Melling Rocks and Melling House.

NH7 RURAL LANDSCAPE CHARACTER

Development in the rural area must protect, enhance or restore landscape character, as appropriate.

Key policy links:

- MN7 Green Belt

National /regional context

- National Landscape Character, Natural England 2014
- Merseyside Historic Landscape Characterisation Project, Museum of Liverpool, 2011

Explanation

11.79 The rural area in Sefton coincides with the area designated as Green Belt, and so in effect this policy applies only to the Green Belt. The policy aims, where appropriate, to protect, enhance or restore landscape character in the rural area, as a result of development. Development should not harm the significant characteristics of the particular rural landscape. A proportionate approach will be taken depending on the qualities and significance of the affected landscape, as set out below. More information about these significant characteristics is to be found in the 'Landscape Character' Supplementary Planning Guidance (SPG) (2003) and the Landscape Assessment (2014).

11.80 The need for protection will generally increase with the rarity of the landscape locally (and in some cases regionally), the quality of the site's landscape character, and historical significance. Where viable and appropriate, landscape character should be enhanced. Greater enhancements may be needed where the wider landscape is degraded, for example

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close to major route corridors (such as the M57, M58 and railway) or within areas which were formerly landfill sites such as Sefton Meadows (south of Maghull).

MINERALS

11.81 Sefton Council is a Minerals Planning Authority and the Local Plan is required to consider mineral resources and the needs of minerals development. Minerals are a finite resource and can generally only be worked where they are found. For the purposes of policy NH8 the term 'minerals' refers to primary and secondary or recycled aggregate minerals, industrial minerals and energy minerals including coal and other hydrocarbons such as oil and gas.

NH8 MINERALS

1. To minimise the need for minerals extraction, the use of recycled, secondary and substitute materials will be encouraged. Mineral Safeguarding Areas have been defined for deposits of sub-alluvial sand and windblown silica sand (The Shirdley Hill Formation). Within Mineral Safeguarding Areas, as shown on the Policies Map, proposals for development will not be permitted unless:

- a. It is compatible with safeguarding the mineral; or
- b. the applicant can demonstrate that the mineral concerned is no longer of any value or potential value; or
- c. the mineral can be extracted satisfactorily prior to the development taking place; or
- d. the development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction; or
- e. there is an overriding need for the development; or
- f. the development is included on the list of exempt developments in figure 11.3.

2. Existing, planned and potential infrastructure supporting the aggregates industry will be safeguarded from inappropriate development. This includes strategic rail freight links and sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material. Proposals for non-mineral related development that may threaten, lead to the loss of or damage to, the functioning of safeguarded infrastructure or locations will not be permitted unless it can be demonstrated that:

- a. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and
- b. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry or the waste management industry.

3. Proposals for the exploration, extraction, storage, processing and distribution of minerals will be permitted if all of the following criteria are met:

- a. Adverse impacts relating to any criteria set out in Section 4 of this policy can be avoided or appropriately mitigated;
- b. The developer must demonstrate the proposed location for the development is suitable, taking into account factors such as environmental, geological and technical issues;
- c. Restoration and aftercare of sites will be implemented at the earliest opportunity

and to an agreed timescale, to a standard and manner consistent with the agreed end use and the context of its surrounding area including its character, setting and landscape.

4. Planning and environmental criteria to be taken into account when considering planning applications for minerals development are as follows:

- a. Amenity (e.g. dust, noise and vibration);
- b. Air and water quality;
- c. Lighting;
- d. Visual intrusion into local setting and landscape;
- e. Landscape character;
- f. Traffic, including air and rail, and access;
- g. Risk of contamination to land;
- h. Soil resources and the impact on best and most versatile agricultural land;
- i. Flood risk and drainage;
- j. Land stability;
- k. Ecology, including habitats, species and designated sites and particularly the internationally important nature sites;
- l. Heritage assets and their setting.

5. In determining shale gas applications Sefton will seek the highest levels of environmental, health and social protection and benefit consistent with prevailing national policy and regulation, including that relating to Environmental Impact Assessment and Habitats Regulations Assessment. Compliance with industry best practice standards as defined by United Kingdom Onshore Oil and Gas (UKOOG) will also be expected.

Key policy links and objectives:

- MN7 Green Belt
- NH2 Nature
- WM8 Waste Prevention and Resource Management [of the Joint Waste Local Plan, 2013]

Explanation

11.82 Sefton Council participates actively in the NW Aggregates Working Party and subscribes to the national Managed Aggregate Supply System through market monitoring and production of an annual Local Aggregates Assessment (LAA). The LAA is produced jointly with other authorities to reflect an aggregates sub-region defined by Government to include Merseyside, Warrington and Greater Manchester. Matters related to minerals reserves and land banks are therefore monitored and reported annually at this sub-regional level through the LAA. This is the principal component of the evidence base to inform Sefton's future role in facilitating the appropriate supply of aggregate minerals. Sefton will maintain its commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party.

11.83 Whilst Sefton has defined Mineral Safeguarding Areas [MSAs], identified on the Policies Map, relating to identified sand resources, these are understood to be of limited scale and scope and not currently commercially viable or likely to become so in the future. The designation of MSAs does not indicate a presumption that resources defined in the MSAs will be worked. However, the policy seeks to avoid sterilisation of aggregate resources through non-mineral

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development and to encourage mineral resources present on development sites to be extracted where it is sensible to do so. Applications for non-mineral development in the MSAs, which are not listed in Figure 11.3, will be required to include a Minerals Assessment setting out how it complies with section 1 of the policy. The Mineral Assessment should be proportionate to the situation and should have regard to the BGS report 'Mineral Safeguarding in England: good practice advice, 2011' or any subsequent updates. The Council will provide an Information Note for developers to provide guidance on mineral safeguarding and mineral assessments.

11.84 Safeguarding principles will also be applied to transport and other infrastructure important to the aggregate minerals market. The Port of Liverpool and Sefton's transport infrastructure facilitates the landing and transshipment of minerals, including aggregates from marine and onshore sources. However, as the Port of Liverpool benefits from permitted development rights for many types of development, safeguarding of minerals infrastructure would not be enforceable in the Port's operational area. If areas within the Port of Liverpool currently used for minerals purposes are no longer available for port-related reasons, the Council will work with the Port to seek a suitable alternative facility within the Port estate. Policy NH8 provides for these facilities to be safeguarded in the interests of facilitating the continuing supply of minerals.

Figure 11.3 Development Types that do not require a Minerals Assessment

- Applications for less than 10 new homes [or if the number of homes isn't known sites less than 0.5 hectare]
- Applications for non-residential development where the floor space to be created by the development is less than 1,000 square metres
- Applications for non-residential development on a site having an area of less than 1 hectare
- Applications that are in accordance with the development plan where the plan took account of the prevention of unnecessary mineral sterilisation and determined that prior extraction should not be considered when development applications in a MSA came forward
- Applications for advertisement consent
- Applications for reserved matters including subsequent applications after outline consent has been granted
- Prior notifications (telecoms, forestry, agriculture, demolition);
- Certificates of Lawfulness of Existing Use or Development (CLEUD) and Certificates of Lawfulness of Proposed Use or Development (CLOPUD)
- Applications for works to trees
- Applications for temporary planning permission.

11.85 There are current licences for onshore oil and gas exploration which cover parts of Sefton. Licences are for oil and gas and do not distinguish between conventional and unconventional (such as shale gas) extraction. Such licences are awarded nationally in blocks and are not subject to influence or control by the Local Plan. There are permitted development rights to carry out a variety of mineral exploration processes, so planning permission is often not required. Furthermore, large scale schemes are likely to be dealt with through the National Strategic Infrastructure system.

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11.86 The following constraints are likely to affect any proposed mineral (including hydrocarbon) applications in Sefton:

- International and national environmental designations, notably internationally important nature sites,
- National heritage designations and assets,
- Urban areas.

11.87 Applications for the exploration, appraisal and production of minerals may require an Environmental Impact Assessment and/or Habitats Regulations Assessment in relation to internationally important nature sites. Applicants should liaise at the earliest possible opportunity with the Council to determine the requirements for these assessments to enable the Minerals Planning Authority to comply with their statutory and regulatory requirements.

Energy Minerals

11.88 There is no current energy mineral extraction within Sefton. However, active oil and gas fields are present offshore, coal measures are present in neighbouring authorities and Sefton is within the area identified as having potential for the presence of potentially viable shale oil and gas resources. These are termed 'unconventional hydrocarbons' because novel extraction methods are required which include horizontal drilling and hydraulic fracturing (or 'fracking'). The licences issued for onshore hydrocarbon extraction which cover parts of Sefton are shown on the Policies Map. However, while Sefton is required to show these licences on the Policies Map, they are not subject to any local authority control and the Local Plan cannot influence them. Additional licences may be issued that cover other parts of the borough and the Policies Map will be updated if and when that occurs. The Government allocates new licences and produces regularly updated maps showing those areas currently under licence.

11.89 There are three phases of onshore hydrocarbon extraction: exploration, testing (appraisal) and production. Applications for energy mineral development require planning consent at each phase of onshore hydrocarbon development and the Council will advise applicants on the scope of information required to support applications at each stage. Some exploration work or testing, such as initial seismic work, may not require consent from the planning authority. The exploratory, appraisal or production phase of hydrocarbon extraction can only take place in areas where a licence has been issued under the Petroleum Act 1998 (Petroleum Exploration and Development Licence, or PEDL).

11.90 There are a number of issues that are covered by other regulatory regimes. Whilst the local planning authority will need to be satisfied these issues can or will be adequately addressed through information supplied by the applicant and advice from the relevant regulatory body, they will not need to carry out their own assessment. These issues include:

- Mitigation of seismic risks
- Well design and construction
- Well integrity during operation
- Operation of surface equipment on the well pad
- Mining waste
- Chemical content of hydraulic fracturing fluid
- Flaring or venting of gas
- Final off-site disposal of water, including waste water and "returned" water
- Water supply

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- Well decommissioning/abandonment.

11.91 The Council is intending to prepare a non-statutory and advisory Good Practice and Expectations Document which will be publicly available to industry and local communities. In addition the Council is seeking to establish a Cross - Regulator Working Group for all shale oil and gas development proposals at all stages.

Development Management Requirements

11.92 All proposals for minerals, aggregates, oil or gas, or hydraulic fracturing of shale gas exploration, extraction, storage, processing and distribution should be accompanied by:

- An operations statement, setting out how the impacts of development will be minimised,
- For shale gas proposals, the Environmental Risk Assessment produced to comply with the Government's Regulatory Roadmap,
- A statement of compliance with each part of policy NH8,
- Sufficient information to enable Sefton Council as Competent Authority to make a Habitats Regulations Assessment, in line with the requirements of NH2 'Nature',
- A restoration and aftercare plan.

11.93 Depending on the nature, location and scale of proposals, the following may also be required:

- Transport Impact Assessment,
- Economic Impact Assessment,
- Infrastructure Statement covering water, gas and grid connection,
- Cumulative Impact Statement.

11.94 In addition to the above, the Council would find it helpful to receive, through pre-application discussions and/or in support of an application, information that addresses the following:

- Impacts to health, wellbeing and equality,
- Community impacts, including any funds and/or works accruing from the proposals for community benefit, predicted new employment for local people and benefits for local businesses.

PART B SEFTON'S HERITAGE ASSETS AND BUILT HERITAGE

11.95 Sefton's heritage assets and built heritage make an important contribution to its local distinctiveness, environmental quality, health and well-being and cultural heritage. Sites and buildings which have historic interest are known as 'heritage assets'. These are often regarded as attractive aspects of an area, contribute to local distinctiveness and can be a focus of local pride.

11.96 Sefton's distinctive heritage assets include the 'Classic Resort' of Southport, the historic centres of settlements such as Churchtown, Little Crosby and Waterloo and the recently discovered traces of the Mesolithic village found in the Lunt area.

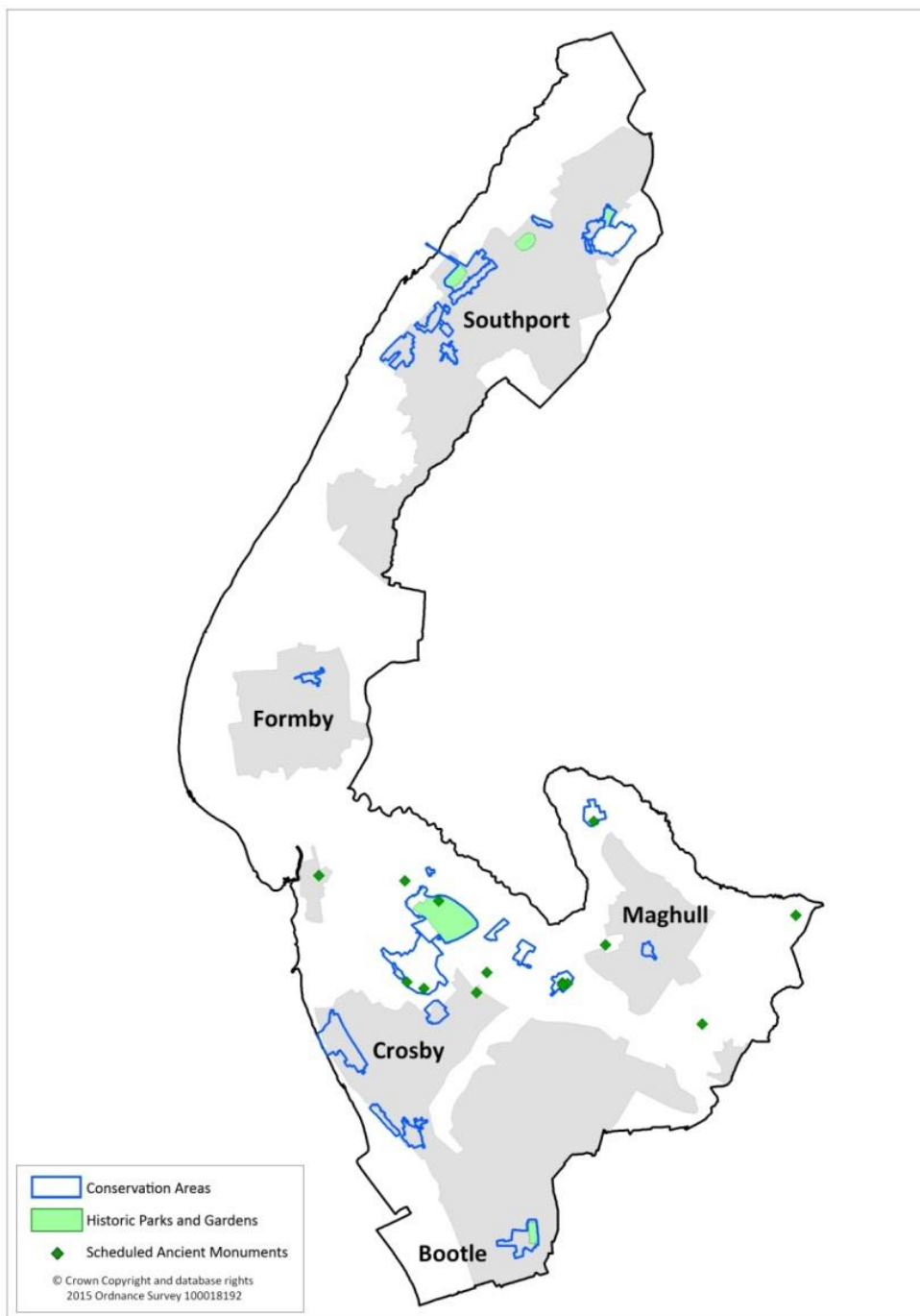
11.97 Heritage assets should be retained and enhanced. Opportunities to achieve this will come through development proposals and other initiatives by the Council, its many partners and other organisations, with a range of funding sources. Recent initiatives include the refurbishment of the King's and South Marine Gardens in Southport. The most important and

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significant heritage assets have statutory designations. Sefton's designated heritage assets include Listed Buildings, Scheduled Monuments, Registered Parks and Gardens and Conservation Areas. These comprise:

- Over 560 entries on the List of Buildings of Special Historic or Architectural Interest including more than 830 individual buildings
- 25 Conservation Areas
- 5 Parks and Gardens on the national register of Parks and Gardens of Special Historic Interest
- 13 Scheduled Monuments.

Figure 11.4 Heritage Assets in Sefton



NH9 HERITAGE ASSETS

- 1. Sefton's heritage assets together with its historic landscape character should continue to contribute to the Borough's sense of place, local distinctiveness and quality of life. Development proposals and other initiatives should contribute positively towards achieving this.**
- 2. The Council will seek to protect the significance of Sefton's heritage assets and their settings. Opportunities will be pursued to enhance heritage to reinforce the identity of the distinctive towns, villages and rural landscapes within Sefton.**
- 3. Key elements which contribute to the distinctive identity of Sefton, and which will therefore be a strategic priority for safeguarding and enhancing into the future, include;**
 - a. The verandahs throughout Southport, particularly in Lord Street, which add considerably to its local distinctiveness.**
 - b. The historic centre, resort and traditional seafront of Southport including the conservation areas of Lord Street and Promenade, and their settings.**
 - c. The spacious planned character of Victorian and Edwardian suburban conservation areas such as those in Birkdale, Blundellsands, Christ Church, Moor Park and Waterloo Park.**
 - d. Country estates, their countryside settings and associated villages including Ince Blundell Hall, Crosby Hall and North Meols Hall.**
 - e. The dispersed layout and simple rural character of village conservation areas such as Lunt, Homer Green and Sefton village.**
 - f. The open and flat ditched former wetland landscapes.**
 - g. The broad sands, dune system, pinewoods and habitats that characterise parts of the Sefton coast, and the ancient and modern historic features within them such as the prehistoric footprints and wartime remnants.**
 - h. The 18th century Leeds and Liverpool Canal, associated historic features and its setting.**
 - i. Valued historic green spaces and their key features, particularly registered Historic parks and gardens, but also undesignated parkland and cemeteries such as Crosby Hall and Duke Street Cemetery.**
 - j. Important archaeological sites such as village and wayside crosses, moated sites, Lunt Meadows and St Catherine's Chapel.**
- 4. Designated heritage which is 'at risk' will be a priority for action. Opportunities to secure enhancements to safeguard and sustain these assets will be expected to be taken.**
- 5. Proposals affecting Sefton's heritage assets and their settings should ensure that features which contribute to their significance are protected from losses and harmful changes. Development should therefore:**
 - a. Secure the long-term future of the heritage asset**
 - b. Be designed to avoid harm**
 - c. Be of a high quality design which is sympathetic to the historic context of the heritage assets affected**
 - d. Incorporate proposals for proper repair and re-instatement of historic features and/or involve work which better reveals the significance of Sefton's heritage assets and their settings**
 - e. Where losses are unavoidable, a thorough analysis and recording of the asset should be undertaken.**

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Key policy links and objectives:

- Other policies in this chapter

Explanation

11.98 This policy aims to protect, enhance and manage Sefton's strategic heritage assets, taking a proportionate approach according to the designation and significance of the assets.

11.99 Sefton's heritage assets are a finite resource which once lost cannot be replaced. More information about Sefton's approach to its conservation, enhancement and public enjoyment of its heritage assets is set out in policies NH10-NH15 below.

11.100 Sefton's heritage priorities are set out in part 3 of the policy. The aspects which contribute to the significance of these assets will be expected to be retained. Opportunities should be taken to enhance the character of these key assets through incorporation of relevant priorities within corporate strategies and masterplans, regeneration proposals and development.

11.101 Enhancements might include using an area's heritage as a catalyst for its regeneration, locating and designing new development such that it reflects local identity and creates a positive relationship with heritage assets, or restoring lost historic features and spaces.

11.102 Sefton has a rich archaeological resource and opportunities to investigate it during the course of development will be actively pursued, ensuring sites are not lost without having been explored and recorded, with an emphasis on public engagement and dissemination of the findings to increase awareness of the depth of Sefton's past.

11.103 The Council is producing a Heritage Strategy which will contain a positive and proactive strategy for Sefton in line with national guidance. It will include:

- An overview of the benefits that Sefton's heritage brings,
- The features which contribute to Sefton's towns and villages,
- Action Plans for heritage which is at risk, or vulnerable of becoming so, including identifying opportunities for enhancement,
- Management proposals for these and for Sefton's conservation areas which will provide more detailed guidance, and
- Identifying opportunities for funding to help enhance heritage assets and their settings.

11.104 In addition, the Council intends to develop a 'local list' of heritage assets in accordance with best practice guidelines, enabling local heritage to be more readily identified and conserved when development proposals are being considered.

11.105 Not all of Sefton's historic buildings, areas, parks, sites, structures or other features of historic, heritage or cultural value meet the quality required for national designation and statutory protection, but they may have local or regional interest. The local heritage value of Sefton's varied undesignated heritage assets is a material consideration when determining planning applications.

11.106 The heritage assets' policies NH10 – NH15, together with Policy NH9 'Heritage Assets', seek to protect Sefton's heritage from harm, according to their designations and significance. However, appropriate change will be acceptable. The starting point is the conservation and

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enhancement of the asset and its setting. Where appropriate, Sefton Council will support proposals for sensitive adaptation or accommodate new uses to secure their long term future, taking into account the requirements of the National Planning Policy Framework (NPPF) and the Planning (Listed Buildings and Conservation Areas) Act 1990. Development proposals should sustain and enhance the heritage value of sites.

- 11.107 Development offers the opportunity to conserve and enhance the public appreciation and enjoyment of Sefton's environment. Where proposals affect a heritage asset and its setting which has been harmed by inappropriate development, opportunities should be taken to better reveal the significance of the asset, for example to make repairs, reinstate missing architectural features, undo previous inappropriate changes and secure the long term maintenance of the site's features.
- 11.108 Development proposals affecting a heritage asset will ideally be in support of its 'optimum viable use'. This is the use which is viable, and where the changes entail the least harm to the significance of the heritage asset and its setting. The 'optimum viable use' is not necessarily the most profitable one. The most profitable use may be less than optimum in terms of its impact on the significance of the heritage asset.
- 11.109 The advice of suitably qualified persons should be sought by applicants in relation to proposals which are likely to affect heritage assets or their settings. A written 'heritage statement' prepared by a suitably qualified person must accompany all applications that affect designated and non-designated heritage assets or their settings, to detail how its significance has been taken into account. Through the heritage statement applicants should show that they understand the significance of the heritage asset and how the changes proposed might impact on it. Sources of information which can be consulted to help find out about the value of a heritage site are varied. They include the Historic Environment Record, local libraries and archives and property deeds.

DEMOLITION OF SEFTON'S HERITAGE ASSETS

- 11.110 The policy seeks to protect designated heritage assets from demolition or harm. The presumption is against substantial harm to, or total loss of, significance of a designated heritage as, once lost, heritage assets cannot be replaced.

NH10 DEMOLITION OR SUBSTANTIAL HARM TO DESIGNATED HERITAGE ASSETS

Development which results in substantial harm to, or demolition of, a designated heritage asset or its setting will not be permitted, unless it can be demonstrated that substantial public benefits outweigh the harm or loss.

Key policy links

- NH9 Heritage assets

Explanation

- 11.111 The presumption is against substantial harm to, or total loss of, the significance of designated heritage. This includes Listed Buildings, Scheduled Monuments, Registered Historic Parks and Gardens and buildings which contribute to Conservation Areas. Proposals which cause harm, substantial harm or loss will be assessed against this policy, legislation and

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national policy. Demolition or substantial harm to a designated heritage asset area may be acceptable where the tests of legislation and national policy are met. The main considerations will include whether:

- The costs of bringing a heritage asset back into use outweigh its heritage significance and the economic, environmental, social and cultural benefits derived from ongoing use. Any additional costs which have developed as a result of deterioration as a result of the owner deliberately neglecting or damaging the building will not be taken into account,
- The site has been marketed for sale for a reasonable period for a realistic price,
- The asset is genuinely redundant and prevents all reasonable uses of the site with no opportunities to utilise it in a wider context,
- The long term public benefits of the scheme outweigh the heritage significance of the asset and there are no other means to deliver similar benefits e.g. alternative sites/designs. Benefits arising from demolition or development which are limited to personal circumstances, preferences or personal financial gain will not be considered to be 'public benefits' and will not weigh in favour of proposals that harm heritage assets
- Charitable or public funding opportunities are unavailable,
- The losses to the heritage value of the site have been minimised,
- The design of any replacement development is of a high standard, appropriate to its context.

11.112 Planning applications for demolition should include details of any remediation or mitigation works and/or redevelopment. Such proposals should be submitted concurrently, forming part of the same application where possible.

11.113 Where proposals include demolition and redevelopment in a Conservation Area or Historic Park or Garden, an uninterrupted, phased programme for the development must be agreed and a contract signed before the building or structure is demolished, where appropriate. If losses are agreed, assets should be recorded, analysed and reported where appropriate. This is to prevent 'gaps' appearing in the townscape and is particularly important where there may be a delay between demolition and redevelopment.

WORKS AFFECTING LISTED BUILDINGS

11.114 Listed Buildings are listed by English Heritage because of their special architectural or historic interest. Where the Listed Building is within a Conservation Area or Registered Park and Garden or is associated with one or more other heritage assets, other relevant heritage policies will also apply.

11.115 Sefton's Listed Buildings are spread across the borough, in both rural and urban areas. Different types of buildings and structures are listed including phone boxes, churches, country houses and other homes, commercial, agricultural and industrial buildings. Sefton's only Grade I listed building is St Helen's Church in Sefton village. The greatest concentration of listed buildings is in Lord Street Conservation Area, Southport, which includes the cast iron verandahs that give Lord Street its characteristic appearance. The features of listed buildings which are desirable to preserve are therefore extensive and vary with the type of building and the reasons why it is special.

11.116 The policy aims to preserve the fabric and features of special architectural or historic interest, the building and its setting.

NH11 WORKS AFFECTING LISTED BUILDINGS

- 1. Works affecting a Listed Building or its setting will only be permitted where:**
 - a. Any alterations preserve the historic fabric and features of the building and/or its setting which contribute to its significance**
 - b. Any new additions are well designed and respect the special architectural or historic interest of the building**
 - c. New development affecting the building's setting respects and conserves historic and positive existing relationships between the listed building and its surroundings**
 - d. Development does not undermine the long term economic viability of the listed building or otherwise harm options for its long term maintenance.**
- 2. Opportunities should be taken to enhance the significance of a listed building or its setting.**
- 3. Development which harms elements that contribute to the significance of a Listed Building or its setting will not be permitted, unless it can be demonstrated that public benefits outweigh the harm.**

Key policy links

- NH9 Heritage assets
- NH10 Demolition or substantial harm to Designated Heritage Assets
- NH12 Conservation Areas

Explanation

11.117 The fabric and features of special architectural or historic interest of Listed Buildings which must be preserved include:

- The building's age (e.g. the physical fabric and structural make-up of the building)
- Remnants of past use; (e.g. historic shopfronts, signage, internal layout)
- The building's architectural form, design and layout
- Architectural features such as sash windows, doors and other joinery details, plasterwork, ironwork, stonework
- The aesthetic appearance of the interior and exterior
- Historic events, or notable people, associated with the building
- Technology (e.g. sash windows, machinery, roof structures)
- Cultural or communal values (e.g. war memorials, foundation stones, old place names)
- The building's socio-economic status, (e.g. nature of decoration, scale).

11.118 Extensions or additions to a Listed Building, or development affecting its setting, must be designed to respect the special architectural or historic interest of the building by taking account of a range of factors. These include:

- Massing, height and layout of the listed buildings and any curtilage buildings
- Scale, proportions, relief and rhythm of features and openings within the facade of the listed building and curtilage buildings
- Nature, quality, colours and textures of materials used in the construction of the listed building curtilage buildings and features

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- Roofscape of the listed building and curtilage buildings
- Impact on the setting of the listed buildings and curtilage buildings including the layout of gardens and grounds, important views and sightlines, and relationships with other features
- The need to retain the primacy of the listed buildings and curtilage historic buildings
- Streetscape, pattern, layout and, character of the area.

DEVELOPMENT AFFECTING CONSERVATION AREAS

11.119 There are currently 25 varied Conservation Areas across both historic rural villages and historic parts of Sefton’s urban areas including Bootle, Crosby, Formby, Maghull and Southport. These are shown on the Policies Map and on the Council’s website.

11.120 Conservation Areas are a sum of their parts, made up of many individual buildings, gardens, open spaces, roads and other historic features. The character of the Conservation Area cannot be preserved as a whole unless the character of its individual historic features are also preserved and the policy aims to achieve this. The historic features which should be conserved include:

- Architectural features and overall appearance of buildings
- Historic open spaces
- Street patterns, characteristics of grain and layout
- Patterns and mix of use
- Height and orientation of building lines
- Roofscapes
- Locally distinctive materials
- Historic associations.

NH12 CONSERVATION AREAS

1. Development within conservation areas (shown on the Policies Map) or affecting their setting will only be permitted where the proposal is of high quality design and preserves or enhances the character or appearance of the conservation area or its setting. Development must ensure that:

- a. Replacement or new features are of an appropriate style and use materials which are sympathetic to the age, architecture and features of the affected property,
- b. Extensions, alterations or additions respect the layout and historic pattern of development in the conservation area affected,
- c. Hard and soft landscape features which contribute to the historic value of the site to the conservation area are retained (including historically significant features from previous uses),
- d. The character of historic boundary treatments, patterns of trees and planting in the conservation area are retained and enhanced, and
- e. Changes of use within conservation areas generally retain the mix of uses which are characteristic of the area.

2. Development which harms elements which make a positive contribution to the significance of a conservation area or its setting will not be permitted, unless it can be demonstrated that public benefits outweigh the harm.

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3. Development proposals which provide opportunities to better reveal the significance of conservation areas and their settings will be supported. Where the asset affected is degraded, enhancements will normally be required.

Key policy links

- NH9 Heritage assets

Explanation

11.121 The Council has a duty to declare as Conservation Areas those areas of Sefton that have special architectural or historic interest, the character of which it is desirable to preserve or enhance. The Council also has a duty to periodically review its Conservation Areas. As a result Conservation Area boundaries can change over time, and new Conservation Areas may be designated and others de-designated.

11.122 When determining planning applications affecting Conservation Areas, the Council must pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

11.123 This policy reflects the Council's commitment to managing Sefton's Conservation Areas positively. It seeks to make sure that they preserve their character and appearance so that changes arising from development preserve and, where possible, enhance the importance of the features which give the Conservation Area its value. This policy sets out how this should be achieved.

11.124 Parts 1(c) and 1(d) are relevant where the siting or layout of trees and gardens and landscape features is locally distinctive. For example, in Birkdale Park Conservation Area plots are laid out to the designs of a noted landscape architect, and include feature trees, distinctive boundary planting, large spreads of lawn, and decorative rockeries. In Blundellsands Park Conservation Area sand dunes are used for boundaries and are important aspects of local character.

11.125 Where development presents an opportunity for improvements to be made, enhancements will be required. Where replacement or new features such as windows and boundary treatments are proposed, it will be expected that new features do not repeat any previous inappropriate development, but are designed to respect the historic character and appearance of the site and Conservation Areas. Where larger scale developments are proposed, such as where a building is being redeveloped, works should normally involve enhancements such as removal of inappropriate extensions and improvements to the setting of the building.

11.126 The policy also seeks to manage, where appropriate, changes of use and historically significant patterns of use within Conservation Areas where this might affect the character of the Conservation Area.

11.127 The cumulative impact of relatively minor works – including works or development which does not usually require planning permission - can sometimes have a detrimental impact on their appearance and character. The Council will consider use of 'Article 4 Direction' powers to restrict the scope of 'permitted development rights' if appropriate. Certain types of minor changes or development do not require planning permission. These are called 'permitted

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development rights', deriving from a general, national planning permission granted under the Town and Country Planning (General Permitted Development) (England) Order 1995, as amended.

11.128 Further guidance and information about development and Conservation Areas is available on the Sefton Council website. This includes Conservation Area Appraisals and management policies, where these have been prepared. These define the individual characteristics which contribute to the character of the Conservation Area and identify opportunities for enhancement.

DEVELOPMENT AFFECTING REGISTERED PARKS AND GARDENS

11.129 Registered historic parks and gardens are designated by English Heritage in recognition of their special historic interest, which gives an added dimension to their use and enjoyment by visitors. There are five of these heritage assets in Sefton:

- Botanic Gardens, Churchtown (grade II)
- Hesketh Park, Southport (grade II*)
- Ince Blundell Hall, Ince Blundell (grade II*)
- King's Gardens and South Marine Gardens, Southport (grade II)
- Derby Park, Bootle (grade II).

All but Ince Blundell Hall are also public open spaces.

NH13 REGISTERED PARKS AND GARDENS

1. Development within a Registered Historic Park or Garden (shown on the Policies Map) or affecting its setting must relate well to the elements which contribute to the significance of the historic park or garden and be of high quality design, which conserves and enhances the special interest and function of the site.

2. Development affecting the setting of a registered historic park or garden must maintain the aspects of its setting which contribute to its significance including views into and out of it, and the general relationship between the park or garden and the character of the surrounding landscape or townscape.

3. Development which harms elements which make a positive contribution to a Registered Historic Park or Garden or its setting will not be permitted, unless it can be demonstrated that public benefits outweigh the harm.

Key policy links

- NH10 Demolition or substantial harm to Designated Heritage Assets
- NH11 Works affecting Listed Buildings
- NH12 Conservation Areas

Explanation

11.130 This policy aims to conserve the significant features of Sefton's Registered Parks and Gardens, in line with legislation and national guidance. Proposals will be assessed in terms of how well the scale, massing, materials and siting of the development relates to the significant

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features of the Registered historic park and garden e.g. the layout of the garden, its buildings and structures. Features which may be considered significant include:

- Historic layout including how it has evolved over time
- Historic buildings and structures
- Historic landscape features such as grottoes, paving etc
- Water features
- Topography, geology and landforms
- Soft landscaping including trees, lawns and planting beds
- Views within, into and out of the gardens
- Historic relationships between features
- Features which relate to historic functions and activities
- The character of the setting of the park or garden, for example whether it is built-up, open, coastal or rural.

DEVELOPMENT AFFECTING ARCHAEOLOGY AND SCHEDULED MONUMENTS

11.131 Sefton contains archaeological sites which hold evidence of the area's social history and agriculture spanning thousands of years. Some archaeological sites of national importance benefit from statutory designation as 'Scheduled Monuments', and works or activities on these sites or in their vicinity may require Scheduled Monument Consent from the Secretary of State.

11.132 Sefton has a relatively high number (13) of Scheduled Monuments in comparison to neighbouring authorities. All are medieval in origin and predominantly comprise cross bases. There are also three moated sites and a domestic chapel and associated burial ground. All include above ground remains or landforms. They are therefore vulnerable to decay and damage. Development should not impact on them and they should be preserved where they are.

11.133 Where a non-designated archaeological site is of national importance it is legally subject to the same protection as a Scheduled Monument.

NH14 SCHEDULED MONUMENTS AND NON-DESIGNATED ARCHAEOLOGY

1. Development affecting, or within the setting of, Scheduled Monuments or nationally important archaeological sites will only be permitted where the development does not harm their significance or setting, unless it can be demonstrated that the development is necessary to deliver public benefits which outweigh the harm. Historically significant relationships between features within the site and between the site and its surroundings must be retained.

2. Where development harms the archaeological interest of designated or non-designated sites or their setting (i.e. including buildings and sites recognised as having archaeological potential, where their significance, extent and state are unclear), development will not be permitted unless the benefits of the proposals outweigh the loss and:

- a. the nature and value of the archaeology is well understood,**
- b. the development has been designed to minimise harm to the archaeology, and**
- c. provision is made for recording, reporting and interpretation where appropriate.**

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Key policy links

- NH9 Heritage assets
- NH10 Demolition or substantial harm to Designated Heritage Assets

Explanation

11.134 The aim of the policy is to protect Sefton's Scheduled Monuments and archaeology from inappropriate development. Where it becomes apparent during the planning process that works could be harmful to important archaeological remains which should be left in situ, development proposals will need to be modified or permission will be refused.

11.135 Information about Sefton's sites with archaeological interest is held within the Merseyside Historic Environment Record (HER). This is updated as new information becomes available. Where proposed development is on previously undeveloped land, or is believed to have potential to affect a historic asset of archaeological value, applicants should consult the HER in order to determine if archaeological assets may be present. If this shows the site is known, or likely, to contain historic or archaeological assets, information about these should accompany applications. The information should describe the likely impacts on the archaeological asset, the actions to be taken to minimise any impacts and any proposed mitigation. Desktop assessments or preliminary fieldwork may be required to support applications.

11.136 Nationally important archaeology sites and their setting should be physically preserved. The preference is also for preservation in situ of archaeology of less importance. Where development could affect archaeological remains considered worthy of preservation in situ, proposals will either be refused or will require modification. Where preservation in situ may not be possible or necessary, provisions should be made to excavate record, analyse and report the archaeology.

DEVELOPMENT AFFECTING NON-DESIGNATED HERITAGE ASSETS

11.137 Sefton has a variety of non-designated, locally important, heritage assets which include buildings, structures and monuments, historic gardens, green spaces and parks, historic designed, semi-natural and natural landscapes, historic townscapes, or areas of local as well as archaeological sites.

NH15 NON-DESIGNATED HERITAGE ASSETS

Development affecting a locally listed asset or its setting, or a non-designated heritage asset or its setting, will be permitted where the aspects of the asset which contribute to its significance are conserved or enhanced.

Key policy links

- NH9 Heritage assets

Explanation

11.138 The policy aims to conserve or enhance the aspects of Sefton's non-designated, locally-important, heritage assets. Such assets which are likely to be affected by development proposals should be identified early in the design process, so that the development proposals avoid harm and maximise the heritage benefits.

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11.139 The policy approach recognises that the value of heritage which is not designated varies, and generally that which has a greater level of historic interest and value to the community will be afforded greater protection. A balanced judgement will therefore be required to establish the scale of harm or loss against the significance of the heritage asset.

11.140 Sefton aims to identify locally designated heritage assets to help clarify which sites this policy will apply to. The Council will consider use of 'Article 4 Direction' powers or legal agreements to restrict the scope of 'permitted development rights' if appropriate.

CHAPTER TWELVE PLAN IMPLEMENTATION AND MONITORING

IMPLEMENTATION

- 12.1 The primary responsibility of implementing the policies in this Local Plan will be with Sefton, through its role as Local Planning Authority, specifically the Development Management team. In addition input will be provided from others teams in Sefton on issues such as transport, environment, ecology, flood risk and drainage, public health, economic development, investment, infrastructure, leisure, housing, social care and wellbeing. Advice is also provided on planning proposals from a range of external statutory bodies, such as the Environment Agency, Natural England and English Heritage. The Council will use planning conditions and Section 106 and other legal agreements to ensure that the requirements of the policies in the Local Plan are implemented.
- 12.2 In addition to policies in this Local Plan it is intended to review and, if necessary, update or replace the range of Supplementary Planning Documents (SPDs) that support Local Plan policies. These SPDs will add further detail on how the policies will be implemented. Development briefs and information notes may also be published to help provide further guidance to developers and others on how the policies should be implemented.

ENFORCEMENT

- 12.3 Effective enforcement is important as a means of protecting the public from inappropriate development and implementing the Local Plan effectively through proper planning decisions and effective monitoring and enforcement. The National Planning Policy Framework (NPPF) states in paragraph 207 that the Local Planning Authority should act proportionately to suspected breaches of planning control.
- 12.4 Whilst legislation imposes no duty on the Council to utilise its enforcement powers in respect of breaches of planning controls, the Council is nevertheless committed to taking action where it is practicable, reasonable, and necessary to do so in the wider public interest. It is a criminal offence to not comply with an enforcement notice and some breaches of planning control are also criminal acts (for example unauthorised works to a Listed Building and the unauthorised display of advertisements).
- 12.5 In considering any enforcement action, the Council will decide whether the harm is sufficient to warrant further action being taken in the public interest.

PIM1 PLANNING ENFORCEMENT

- 1. The Council will act proportionately in the extent to which it investigates and pursues breaches of planning control.**
- 2. Where it is considered expedient and in the wider public interest to do so, the Council will take the necessary appropriate action to secure compliance with planning related controls, utilising its powers under the relevant planning, advertisement and conservation acts, policies and guidance to ensure compliance.**

3. Where it is considered appropriate to do so, the Council will seek to prosecute those who fail to comply with any statutory planning enforcement notice. Powers under the various planning acts allowing direct action to be taken to remedy breaches of statutory notices may also be utilised where appropriate.

Key policy links:

- All policies

National /regional context

- NPPF especially para 207

MONITORING

12.6 A central element of the implementation of planning policies is assessing their effectiveness through robust monitoring mechanisms. The Council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the Authority's Monitoring Reports which will be published at least annually. Results of monitoring will be used to inform any change to policies or additional actions considered to be required.

12.7 The Monitoring Framework has been produced to outline how policies in the Local Plan will be monitored. The Monitoring Framework is set out in Appendix 3. It is intended that the list of indicators will be amended occasionally to enable additional indicators to be identified as they become available or to meet the monitoring requirements of future Local Plan documents such as Area Action Plans or Supplementary Planning Documents.

12.8 Earlier chapters of the Plan set out the Council's commitment to managing visitor pressure on the internationally important nature sites on the Sefton Coast through mechanisms such as the Sefton Coast Partnership, Coast and beach management plans; and through management of public open space away from the Coast - protecting public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public, and new public open space provision. These chapters also note that local authorities in the City Region, Natural England and other partners continue to work together to manage visitor pressure on the Sefton Coast. In future this will require a more formal framework or strategy for monitoring and managing recreational access across the City Region. The purpose of this is to take a strategic approach to managing access to European sites. This will be supported by visitor survey data. Natural England is commissioning work on recreational disturbance to the City Region internationally important nature sites to inform any future strategy. These chapters also set out the Council's wider commitment to protecting the integrity of internationally important nature sites within or partly or wholly outside Sefton; for example in relation to nitrogen levels in the Sefton Coast Special Area of Conservation (SAC); or Liverpool Bay Special Protection Area.

National /regional context

- The 2004 Planning and Compulsory Purchase Act (section 35).
- The 2011 Localism Act
- 2012 Local Planning Regulations
- The Habitats Regulations 2010 (as amended)

GLOSSARY

5 year supply

Local authorities are required to identify (and update annually) a 5 year supply of 'deliverable' housing sites. Sites identified within the 5 year supply must be available now, offer a suitable location for housing, and be achievable with a realistic prospect that housing will be delivered on the site within five years, and be viable. Where a local authority cannot demonstrate a 5 year supply, relevant policies for the supply of housing are considered out-of-date. In these circumstances, planning applications for new housing must be considered in the context of paragraph 14 of the NPPF.

Accessibility

The ability of people to move around an area and to reach places and facilities. This includes people with limited mobility, e.g. elderly people and those with young children.

Accessible development

Development which is accessible by a choice of means of travel - by foot, cycle, public transport and car. For freight this means road, rail or water.

Affordable housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. They should remain available for future eligible households. This definition does not include 'low cost market housing'.

Aggregates

Minerals extracted from the earth's surface, mainly consisting of sand, gravel and crushed rock which are used in the construction industry.

Air Quality Management Areas

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Allocation(s)

A site specifically identified in the Local Plan, and shown on the Policies Map, for housing, employment, mixed use or other development.

Allowable Solutions

Allowable solutions are part of the Government's strategy for the delivery of mainstream 'zero carbon' new homes from 2016. Through the mechanism of Allowable Solutions, the carbon emissions which cannot be cost-effectively off-set within the development site will be tackled through a fund or other mechanism to achieve carbon reduction elsewhere.

Ancient woodlands

Areas that have been wooded continuously since at least 1600 AD.

Appropriate Assessment

A specific stage of assessment in any Habitats Regulations Assessment. See Habitats Regulations Assessment below.

Archaeological interest:

There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Article 4 direction

A direction which withdraws automatic planning permission (permitted development rights) granted by the General Permitted Development Order.

Asset of Community Value

A building or other land identified by the community where its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so. If the Council has agreed that it has met this test then it will be added to a list of community assets giving the right for the community to bid the land or building if it is put on the market.

Best and most versatile agricultural land

Land in grades 1, 2 and 3a of the national Agricultural Land Classification.

Brownfield land

See Previously developed land below.

Business Park

An area suitable for employment development which may include light industry, offices, research and development general industry and distribution/storage. It is not allocated for retail or other commercial development.

Carbon reduction, carbon footprint

Carbon reduction is part of, and often symbolises, the wider process of reducing greenhouse gas emissions, and use of energy derived from fossil fuels. Greenhouse gases include carbon dioxide and methane. The carbon footprint of an object such as a site, building or land use is the amount of energy which that object uses in its construction and to operate.

Climate change adaptation and mitigation

Climate change is the observed, actual or expected climatic factors and trends or their effects, such as increased rainfall intensity, rising temperatures, increased storminess and rising sea levels. Climate change adaptations are adjustments to natural or human systems which reduce or moderate harm or exploit beneficial opportunities. Climate change mitigation is action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions and use of energy derived from fossil fuels.

Coast / The Coast / The Sefton Coast

A wider coastal zone in Sefton. It includes the Coastal Change Management Area, the beach and extensive intertidal flats and coastal landforms such as dunes and marshes landscapes. It also includes other areas inland of the mean high tide line including the internationally important nature sites, and areas with coast-related land-uses such as The Port, Crosby Coastal Park and Southport Seafront.

Coastal Change Management Area

An area identified in Local Plans as likely to be affected by coastal change, e.g. physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008, as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. It came into force in April 2010 through the Community Infrastructure Levy Regulations 2010.

Comparison Shopping

Shopping for goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.

Conservation Area

An area designated by the Council for its special architectural or historic interest, and where it is important that this special character is preserved or enhanced.

Conservation of Habitats and Species Regulations 2010, as amended (often referred to as 'the Habitats Regulations')

The full name is The Conservation of Habitats and Species Regulations 2010, as amended. This implements the Habitats Directive in UK law. The Regulations set out the steps to consider when making decisions that affect internationally important sites and European Protected Species.

Contaminated land

Land which is polluted by the presence of radioactive materials or chemical substances at concentrations which could make it unsafe for development without action to remove the source of contamination.

Convenience Shopping

Shopping for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer prefers convenience over cost.

Critical Drainage Area

Critical Drainage Areas for surface water which contribute towards a wider area with surface water flooding issues. Critical Drainage Areas in Sefton are identified in the Sefton Surface Water Management Plan (2011) and reproduced in the Strategic Flood Risk Assessment (2013).

Culvert

A structure (usually some form of pipe) that allows water to flow underground; under land, a road, path, track, railway line, canal or similar obstruction.

Decentralised energy

Energy from a local network or source other than the National Grid. This is usually local renewable energy or local low-carbon energy, often on a relatively small scale.

Designation(s)

Areas of land identified on the Policies Map to which specific planning policies apply, e.g. Green Belt, Primarily Residential Areas, etc.

Duty to Co-operate

The Duty to Co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the

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effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.

Dwelling(s)

Self-contained units of residential accommodation. This includes houses, apartments, and maisonettes.

Environmental Impact Assessment

A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Employment land / site

Land allocated or designated for B1 office, B2 general Industrial, and B8 storage and distribution uses.

European Nature Sites

See Internationally important nature sites below.

Fracking

See 'Hydraulic fracturing' below.

Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

Green infrastructure

A network of multi-functional urban and rural green space which is capable of delivering a wider range of environmental and quality of life benefits for local communities. The main components of green infrastructure in Sefton are the Sefton Coast, open space, the green network of strategic paths and cycleways, designated sites of nature/geological importance and priority habitats, water bodies and land formally designed to manage surface water and flood risk, including adopted Sustainable Drainage Systems (SuDS), agricultural land, and trees and landscaping.

Habitats Regulations Assessment (HRA)

The Local Plan must be subject to a Habitats Regulations Assessment (HRA) to assess its potential effects on internationally important nature sites and their supporting habitat; in line with the Habitats Regulations 2010 (as amended). Some planning applications require site-specific (or project) Habitats Regulations Assessment.

Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including through the local list).

Housing Learning and Improvement Network (Housing LIN)

A network of people and organisations which connects people and promotes innovative ideas that enhance the housing choices of older people. See <http://www.housinglin.org.uk/>

House in Multiple Occupation (HMO)

A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A

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building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.

Housing Market Renewal

Housing Market Renewal Pathfinders were a government led initiative which operated in areas of low housing demand between 2002 and 2011. The intention of the Housing Market Renewal programme was to renew failing housing markets and reconnect them to regional markets, to improve neighbourhoods and to encourage people to live and work in these areas. The Merseyside NewHeartlands Housing Market Renewal area included parts of Bootle and Litherland.

Hydraulic fracturing (or ‘fracking’)

A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurised mixture causes the rock to fracture or crack which releases gas (or oil) which flows up the well to be collected.

Hydrocarbon

A compound of hydrogen and carbon, such as petroleum and natural gas.

Internationally important nature sites

These include Special Areas of Conservation and Special Protection Areas designated under the Habitats and Birds Directives. They host some of Europe’s most threatened species and habitats and form part of a Europe-wide network of nature conservation areas known as the Natura 2000 network. The government has stated that Ramsar sites should have the same protection as European nature sites. All are internationally important nature sites.

Liverpool City Region (LCR)

The Liverpool City Region is the geographical, economic and political area centred on Liverpool, which also includes the local authorities of Knowsley, Sefton, St Helens and Wirral (all in the former county of Merseyside) and Halton. West Lancashire is a non-constituent member of the Liverpool City Region Combined Authority.

Listed Building

Listed buildings are those statutorily defined as being 'of special architectural or historic interest'. They are listed by the government based on the advice of English Heritage. These buildings are protected to preserve the best of the built heritage. Listed buildings are graded as Grade I, II* or II according to their architectural quality or historical significance.

Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Flood Authority

The local authority or council whose duty it is to carry out specific local flood risk management functions for their area, notably managing the risk of flooding from surface water runoff, groundwater, and ordinary watercourses.

Local Geological Sites

Local Geological Sites (LGSs) are designated by the Council and contain features of substantive geological value. In Sefton these were formerly known as Sites of Local Biological Interest (SLGIs).

Local Nature Partnership

A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. The Local Nature Partnership for the Liverpool City Region is called 'Nature Connected'.

Local Nature Sites (locally important nature sites)

Local nature sites include Local Wildlife Sites (LWSs) and Local Nature Reserves (LNRs) and are designated by the Council. Local Wildlife Sites contain features of substantive nature conservation value, and in Sefton were formerly known as Sites of Local Biological Interest (SLBIs). Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally.

Local Planning Authority

The local authority or council whose duty it is to carry out specific planning functions within its area, including preparation of the Local Plan and development management. Has the meaning given in section 1 of the Town and Country Planning Act 1990.

Local Wildlife Sites (LWS)

See Local Nature Sites above.

Low carbon energy

See Renewable and low carbon energy below.

Main Town Centre Uses

Retail development (including warehouses, clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotel and conference facilities).

Mersey Forest (The Mersey Forest)

The Mersey Forest is a Community Forest; an area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations. The Mersey Forest is a partnership between local councils and other organisations.

Merseyside Local Transport Plan

A document produced by Sefton, Knowsley, Liverpool, St Helens, and Wirral Councils together with Merseytravel, which sets out:

- The Merseyside transport strategy for a 10-year period
- Detailed policies and proposals for transport in Merseyside over a 5-year period.

Natura 2000 site or network

See Internationally important nature sites above.

National Planning Policy Framework (NPPF)

National planning guidance published by the Department of Communities and Local Government in March 2012.

Nationally important nature sites

These sites are statutory designations, made by the government based on the advice of Natural England. Nationally important nature sites include National Nature Reserves (NNRs) and Sites of Special Scientific Interest (SSSIs).

Natural asset

A site, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its natural interest. Sefton's strategic natural assets include designated nature sites and priority habitats and the ecological network, notably the Sefton Coast, the ability of the undeveloped coast to form a natural sea defence, green infrastructure and its rural landscape.

Nature Improvement Area

The Focus Area is drawn around the designated sites of the Sefton Coast. This includes the intertidal mud- and sand-flats from the Ribble Estuary to the Mersey Narrows and the sand dune hinterland.

Net developable area

The area available for residential or employment generating uses excluding major distributor roads, primary schools, key areas of open space serving a wide area and significant buffer strips.

Neighbourhood Plan

A Neighbourhood Plan establishes general planning policies for the development and use of land in a neighbourhood. They are prepared by the community. Neighbourhood Plans allow local people to get the right type of development for their community, but the plans must still meet the needs of the wider area. When made, they form part of the Development Plan and supersede any policies in an earlier plan which forms part of the Development Plan.

NPPF

See "National Planning Policy Framework" above

Older people

People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space

Open space (including areas of water such as canals and lakes) which offer important opportunities for sport and recreation and can also act as a visual amenity. In Sefton open space comprises both public open space and other outdoor sports and recreation sites available to the public.

Permeable paving, permeable surfacing, permeable surfaces, 'soft' surfaces

Surfaces that allow water to percolate, soak, pass or infiltrate through them.

Plan Period

The time period to which the Local Plan applies - from 1st April 2012 to 1st April 2030.

Planning Practice Guidance

National on-line planning practice guidance which is regularly updated and which supplements the National Planning Policy Framework (NPPF).

Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Obligation

See Section 106 agreement below.

Previously developed land

Land which is or was occupied by a permanent structure, including land within its curtilage and any fixed surface infrastructure. There are various exceptions to this which are set out in the National Planning Policy Framework.

Priority Habitat and Priority Species

Priority habitats and species are ‘habitats and species of principal importance’ for the conservation of biodiversity included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Policies Map

The map which accompanies the Local Plan written statement. This illustrates which land is subject to different designations and allocations.

Pollution

Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Ramsar site

Wetlands of international importance, designated under the 1971 Ramsar Convention. The government has said that Ramsar sites should have the same protection as European nature sites and so in effect they form part of the EU’s Natura 2000 network and are internationally important nature sites.

REECH project

The Renewables and Energy Efficiency in Community Housing (REECH) project is aimed at improving energy efficiency in some of the most deprived communities in Merseyside and Halton. The project fits energy efficient technologies to houses, particularly those owned by Registered Social Landlords, and reduce the amount of carbon produced by residents. See <http://www.reech.info/>.

Working with housing providers throughout Merseyside and Halton, and managed by Sefton Council, REECH will refurbish over 2,000 homes with a range of measures to make them more energy efficient at a cost of £15million.

Registered Parks or Gardens

Parks and gardens of special historic interest which are included in the in the “Register of Parks and Gardens of special historic interest in England” issued by the government based on the advice of English Heritage.

Requirement (Housing or Employment)

The number of new homes or amount of employment land identified as being required in the Local Plan.

Renewable and low carbon energy (Sustainable energy)

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Renewable and low carbon energy includes energy for heating and cooling as well as for generating electricity.

Social infrastructure

Infrastructure that provides for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.

Soft surfaces

See Permeable surfaces above.

SuDS Approving Body (SAB)

The unitary local authority such as a metropolitan council or county council whose duty it is to deal with the design, approval and adoption of sustainable urban drainage systems (SuDS) within any new development consisting of two or more properties.

Safeguarded land

Land between the urban area and the Green Belt which is not allocated for development at the present time, and will not be until a future review of the Local Plan.

Scheduled Monuments

Scheduled Monuments, also referred to as Scheduled Ancient Monuments, are sites of outstanding national importance that are worthy of protection. The word "monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of English Heritage.

Secondary Materials or aggregates

Reclaimed or recycled materials that are used within the construction industry as a substitute for primary aggregates.

Section 106 agreement

Section 106 agreements, also known as planning obligations, are agreements between developers and local planning authorities that are negotiated as part of a condition of planning consent. These are legally enforceable obligations entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Such obligations could ensure the developer contributes towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

Section 123 list

A list of projects or types of infrastructure that a Council intends to fund, or may fund, through the Community Infrastructure Levy. This refers to Section 123 of the Community Infrastructure Levy Regulations.

Sefton Coast

See Coast /The Coast / The Sefton Coast above.

Setting of a heritage asset

The surroundings in which a heritage asset is located. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy)

Significance is the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site-specific Flood Risk Assessment (site-FRA)

A site-specific flood risk assessment carried out by a developer to assess the flood risk to and from a development site, to show how flood risk will be managed now and over the lifetime of a development, taking climate change into account, and with regard to the vulnerability of its users.

Special Areas of Conservation (SACs)

These are European designated nature sites, classified under the Habitats Directive. They form part of the Natura 2000 network and are internationally important nature sites.

Special needs housing

Special needs housing is intended for people with a physical disability, frail elderly people, young vulnerable people, people with a learning disability, a mental health problem or severe sensory disability.

Special Protection Areas (SPAs)

These are European designated sites, classified under the Birds Directive because of their international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They form part of the Natura 2000 network and are internationally important nature sites.

Statement of Community Involvement (SCI)

A document which the council produces which sets out how the council will engage with partners, stakeholders and the local community during the preparation of Development Plan Documents and other policy guidance.

Strategic Flood Risk Assessment (SFRA)

A study carried out by a local planning authority to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.

Strategic Housing and Employment Land Market Assessment (SHELMA)

A strategic study commissioned by the Liverpool City Region to provide a consistent evidence base for housing and employment land needs to 2037.

Strategic Housing Land Assessment (SHLAA)

A study prepared by a local planning authority to assess how much urban land is suitable and available for new housing development.

Strategic Housing Market Assessment (SHMA)

A study prepared by a local planning authority to provide a long-term strategic assessment of both housing need and demand (including affordable housing need).

Strategic Paths

Key path links between the urban and rural areas for countryside recreation, walking, cycling and in many cases are accessible to those with limited mobility.

Supplementary Planning Document (SPD)

A document which provides further guidance to the policies in a Local Plan. They are capable of being a material consideration in planning decisions but are not part of the Development Plan.

Supporting habitat

Supporting habitats are those outside the designated boundaries of internationally important nature sites that support species listed as being important in the designations of the internationally important sites.

Sustainable development

Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Surface water run-off

Surface water comes from rain or snow falling on to the ground which may then collect and flow over the land surface (hard-surfaces or green space) as 'overland flow'.

Sustainable drainage systems (SuDS)

Drainage systems designed to manage surface water sustainably. They aim to reduce the amount of surface water run-off and the rate at which it joins rivers, public sewers or runs off the site as 'overland flow', and to maintain or improve water quality. SuDS should follow natural processes where possible, allowing water to percolate through the ground and using soft-surface, landscaped solutions such as shallow ditches (swales) or depressions (bales) to collect, transport and store water. However, below ground or hard engineered solutions such as underground storage tanks or pipe may be the most appropriate SuDS for some sites.

Sustainability Appraisal

An appraisal of the economic, environmental, and social effects of a plan. They should be undertaken from the outset of the preparation process to allow decisions to be made that accord with sustainable development. Sustainability appraisals have to be in conformity with the EU directive on strategic environmental assessment (see below).

Strategic Environmental Assessment (SEA)

A procedure which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

TEU or Twenty Foot Equivalent

An inexact unit of cargo capacity often used to describe the capacity of container ships and container terminals. It is based on the volume of a 20-foot-long (6.1 m) container, a standard-sized metal box which can be easily transferred between different modes of transportation, such as ships, trains and trucks.

Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Traveller Pitch

A traveller pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. A caravan does not equate to a household. One household may comprise three generations of extended family living in several caravans. Typically a family pitch will provide space for a mobile home and touring caravan, space for parking, and an amenity block.

Use Classes Order

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Urban greenspace

A designation in the Sefton Unitary Development Plan (2006) which included both public and privately-owned land. This designation has not been carried forward into this Local Plan.

Validation checklists

The list which sets out the documents which must be provided with a planning application if it is to be registered as a (valid) application.

Waste Hierarchy

The waste management hierarchy indicates an order of preference for action to reduce and manage waste. The order of preference is usually given as prevention, minimise, re-use, recycle, energy recovery and disposal.

Water bodies

Areas of water such as streams, rivers, canals, ponds, lakes and reservoirs, and in some cases drainage ditches.

Watercourses

Streams, brooks, rivers, drainage and other ditches flowing in a particular direction in a definite channel with a bed or banks. 'Main rivers' are marked on a main river map produced by the government based on advice from the Environment Agency. All other watercourses are 'ordinary watercourses'.

Windfall Sites

'Windfalls' are unanticipated sites that are granted planning permission for housing, that were not previously identified in the previous SHLAA study. Most windfall sites are either small, or involve the conversion of existing buildings.

APPENDIX 1 - SITE SPECIFIC REQUIREMENTS

The requirements set out below are not intended to be exhaustive.

Where allocated sites require a site-specific Habitats Regulations Assessment at the planning application stage, as set out below, more information is set out in the Habitats Regulations Assessment (HRA) of the Local Plan. Information about HRA requirements for sites with specific policies, safeguarded land and the gypsy and traveller sites allocations are set out in the explanation to those policies. Other site-specific requirements are set out below. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Developers must ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment. For example, a site-specific Habitats Regulations Assessment for sites within sensitive areas for birds listed in the Special Protection Area (SPA) or Ramsar site citations will be likely to require a non-breeding bird survey during autumn, winter and spring to support any planning application. In such cases the site should be surveyed by an experienced ornithologist twice per month from September to March. The provision of replacement habitat will be required if the site is established to regularly support over 1% of the SPA/Ramsar population of that species. In some cases the site-specific Habitats Regulations Assessment may need to focus on impacts on the integrity of the amphibian populations of the Ramsar site, for example natterjack toads, great crested newts.

MN2.2 Land at Bankfield Lane, Southport

Development of this site must:

- take all vehicular access from an expanded Blundell Lane;
- provide an additional pedestrian / cyclist access directly onto Bankfield Lane;
- provide new public open space, habitat creation, and Sustainable Drainage Systems on the adjacent land designated as 'Proposed Open Space'; and
- take account of the Local Wildlife Site designation in meeting the requirements of policy NH2.

MN2.5 Land at Crowland Street, Southport

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- take all vehicular access from Foul Lane.

MN2.6 Land adjacent to Dobbies Garden Centre, Benthams Way, Southport

Development of this site must:

- take all vehicular access from Benthams Way unless other equally or more appropriate vehicular access is agreed by the Council;
- provide new public open space, flood water storage, and habitat creation on the adjacent land designated as 'Proposed Open Space';
- meet the requirements of policy NH2, notably in relation to water voles and invasive species;
- make an appropriate financial contribution towards the provision of a new school playing field for the Birkdale Primary School; and
- provide pedestrian / cyclist links through the site from Benthams Way to Broome Road, and into the adjacent country park.

MN2.7 Land at Lynton Road, Southport

Development of this site must:

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- contribute towards improvements to the Waterloo Road / Lynton Road junction; and
- take account of the Local Wildlife Site designation in meeting the requirements of policy NH2.

MN2.8 Former Ainsdale Hope School, Ainsdale

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment. This must include information about the impact of recreational pressure on the integrity of internationally important nature sites;
- ensure that the loss of the former playing pitch(es) is addressed consistent with Local Plan policy NH5. This will be achieved via a commuted sum payment (on a per dwelling basis) towards the provision of a new 3G pitch(es) at Meols Park or adjacent land; and
- provide new habitat and ecological improvements on the adjacent 'Ecological Improvement Area', the extent of which will be determined following the completion of future evidence.

MN2.9 Former St John Stone School, Meadow Lane, Ainsdale

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- ensure that the loss of the former playing pitch(es) is addressed consistent with Local Plan policy NH5. This will be achieved via a commuted sum payment (on a per dwelling basis) towards the provision of a new 3G pitch(es) at Meols Park or adjacent land.

MN2.10 Land at Sandbrook Road, Ainsdale

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment.

MN2.11 Land south of Moor Lane, Ainsdale

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- preserve the setting of the Grade II listed Formby House Farmhouse.

MN2.13 Land at West Lane, Formby

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment. This must include information about the impact of recreational pressure on the integrity of internationally important nature sites.

MN2.14 Former Holy Trinity School, Lonsdale Road, Formby

Development of this site must:

- be developed for older persons housing / accommodation (reserved for residents aged 55 and over)

MN2.15 Land at Shorrocks Hill, Lifeboat Road, Formby

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment. Any planning application at this site should seek to avoid increased recreational pressure upon the SAC and address any likely significant effects upon these habitats as a result of the individual project alone;

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- secure the long term management of the adjacent woodland Local Wildlife Site between the site and Formby Point Caravan Park, to minimise impact on the adjacent internationally important nature sites;
- provide for full public access into the area of woodland between the site and Formby Point Caravan Park in a manner which minimises impact on the adjacent internationally important nature sites;
- extend the existing Formby no. 52 Bridleway through the woodland area from Lifeboat Road to Alexandra Road;
- provide a new 100 space public car park in the northern part of the allocation; and
- provide a new public toilet block adjacent to the car park and secure its long term management.

MN2.16 Formby Professional Development Centre, Park Road, Formby

- The Raven Meols Community Centre is listed as an Asset of Community Value under the Community Right to Bid provisions of the Localism Act 2011. The obligations under the relevant statutory provisions and regulations will need to be met, as will the requirements of policy HC6.

MN2.17 Land at Liverpool Road, Formby

Proposals for development on this site will only be granted planning permission where they are consistent with a single detailed master plan for the whole site which is approved by the Council before any planning application is submitted. Development of this site must:

- preserve the setting of grade II listed Loveladys Farmhouse and adjacent buildings;
- be served by a single point of access onto Liverpool Road;
- Provide a road up to the land ownership boundary (which comprises a drainage ditch) without leaving any 'ransom strip'. This is to provide access into the western part of the site, and must be completed to an adoptable standard before occupation of the 50th dwelling; and
- Identify opportunities to reduce flood risk elsewhere through a site Flood Risk Assessment, and implement any appropriate solutions.

MN2.18 Land at Altcar Lane, Formby

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment.

MN2.19 Power House phase 2, Hoggs Hill Lane, Formby

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment.

MN2.20 Land at Andrews Close, Formby

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- provide new public open space, Sustainable Drainage Systems and habitat creation on the adjacent land designated as 'Proposed Open Space'; and
- provide for the connection of the existing Formby footpath no. 35 through the development onto Andrews Lane.

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MN2.24 Land at Southport Old Road, Thornton

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- provide a proportional financial contribution towards the implementation of the A565 Route Management Strategy (Thornton to Crosby section);
- take primary vehicular access to the site from a new signal controlled junction onto Park View, also serving site MN2.25; and
- incorporate a pedestrian and cycle route through the site to connect with sites MN2.25, MN2.26, and MN2.27, and the path north of Thornton Cemetery.

MN2.25 Land at Holgate, Thornton

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- provide a proportional financial contribution towards the implementation of the A565 Route Management Strategy (Thornton to Crosby section);
- take all vehicular access to the site from a new signal controlled junction onto Park View, also serving site MN2.24; and
- incorporate a pedestrian and cycle route through the site to connect with sites MN2.24, MN2.26, and MN2.27, and the path north of Thornton Cemetery.

MN2.26 Land at Lydiate Lane, Thornton

Development of this site must:

- take primary vehicular access from a new roundabout onto Lydiate Lane, that also serves site MN2.27; and
- incorporate a pedestrian and cycle route through the site to connect through sites MN2.24, MN2.25, and MN2.27, and the path north of Thornton Cemetery.

MN2.27 Land south of Runnell's Lane, Thornton

Development of this site must:

- take primary vehicular access from a new roundabout onto Lydiate Lane, that also serves site MN2.26; and
- incorporate a pedestrian and cycle route through the site to connect through sites MN2.24, MN2.25, and MN2.26, and the path north of Thornton Cemetery.

MN2.29 Land north of Kenyon's Lane, Lydiate

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment; and
- include the widening of Kenyon's Lane to provide a 2 lane approach to the junction with the A59.

MN2.31 Land East of Waddicar Lane, Melling

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment; and
- identify opportunities to reduce flood risk elsewhere through a site Flood Risk Assessment, and implement any appropriate solutions.

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MN2.32 Wadacre Farm, Chapel Lane, Melling

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment; and
- identify opportunities to reduce flood risk elsewhere through a site Flood Risk Assessment, and implement any appropriate solutions. This should include improvements to the capacity of the existing watercourse that forms the northern and western site boundaries.

MN2.33 Land South of Spencers Lane, Melling

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment ; and
- provide a minimum of 15 dwellings to ensure an affordable housing contribution is required under policy HC1

MN2.34 Land at Wango Lane, Aintree

The partial development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- be sited so that the connection between Grade II listed Valley House and its wider green / agricultural setting is maintained; and
- retain a buffer around the listed building.

MN2.37 Former St Raymond's School playing field, Harrops Croft, Netherton

Development of this site must:

- ensure that the loss of the former playing pitch(es) is addressed consistent with Local Plan policy NH5. This will be achieved via a commuted sum payment (on a per dwelling basis) towards the provision of a new 3G pitch(es) at Litherland Sports Park.

MN2.40 Former Daleacre School, Daleacre Drive, Netherton

Development of this site must:

- ensure that the loss of the former playing pitch(es) is addressed consistent with Local Plan policy NH5. This will be achieved via a commuted sum payment (on a per dwelling basis) towards the provision of a new 3G pitch(es) at Litherland Sports Park.

MN2.42 Former St Wilfrid's School, Orrell Road, Bootle

Development of this site must:

- ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;
- provide pedestrian and cyclist links between Orrell Road and Hawthorne Road to improve accessibility to the adjacent supermarket; and
- take vehicular access from the existing signal controlled junction on Hawthorne Road that serves the existing supermarket; and
- retain and improve the disused football pitches within the site and bring them back into use.

MN2.46 Former St Mary's Primary School playing fields, Waverley Street, Bootle

Development of this site must:

- ensure that the loss of the former playing pitch(es) is addressed consistent with Local Plan policy NH5. This will be achieved via a commuted sum payment (on a per dwelling basis) towards the provision of a new 3G pitch(es) at Litherland Sports Park.

APPENDIX 2: NATURE CONSERVATION AND ENHANCEMENT – SUPPORTING INFORMATION

This appendix relates especially to policy NH2 'Nature' and policy NH3 'Development in the Nature Improvement Area'

The Liverpool City Region Ecological Network provides more information about this.

List of designated nature sites in Sefton

List of Internationally important designated nature sites

- Ribble and Alt Estuaries Ramsar Site
- Mersey Narrows and North Wirral Foreshore Ramsar Site
- Ribble and Alt Estuaries Special Protection Area (SPA)
- Liverpool Bay (SPA)
- Mersey Narrows and North Wirral Foreshore Special Protection Area (SPA)
- Sefton Coast Special Area of Conservation (SAC)

List of Nationally important designated nature sites

- Sefton Coast Site of Special Scientific Interest (SSSI)
- Hesketh Golf Links SSSI
- Mersey Narrows SSSI
- Ribble and Alt Estuaries SSSI and National Nature Reserve (NNR)
- Ainsdale Sand Dunes NNR (within Sefton Coast SSSI)
- Cabin Hill NNR (within Sefton Coast SSSI)

Locally important designated nature sites

Local Nature Reserves (LNRs)

- Ainsdale and Birkdale Sandhills LNR
- Ravenmeols Sandhills LNR
- Brookvale LNR

Local Wildlife Sites (LWSs)

There are over 50 Local Wildlife Sites (LWSs) in Sefton, including many where parts also have international and/or national designations:

- Key Park, Blundellsands
- Fazakerley Sidings Aintree
- Wham Dyke Meadows
- Municipal Golf Links, Southport
- Pond and open space, north of Copy Lane, Netherton
- Open space and brook, west of A59, Maghull
- Whinny Brook (Maghull)
- The Stray, Southport
- Open space, east of railway between Melling and Poverty Lane, Maghull
- Leeds Liverpool Canal (part)
- Railway Freshfield Station to Fisherman's Path
- Land at Parkhaven Trust, Maghull
- Sniggery Farm wood and pastures
- Orrell Hill Wood
- Southport Marine Lake

List of designated nature sites in Sefton

- Homer Green Sewage Works (disused)
- Former Sefton Hall, Sefton Village
- Lydiate Wood, South West of Holland's Farm
- Southport Old Link Golf Course
- Switch Island, Maghull
- North Meols Estate, Churchtown
- Dismantled Railway Aintree Triangle
- Land east of canal, Wango Lane, Waddicar
- Formby Moss
- Ince Blundell and Little Crosby Estates
- Rimrose Valley and Canal
- Flea Moss Wood and Ponds
- Edge Farm Rookery
- Lifeboat Road to St Joseph's Hospital
- National Trust and associated fields
- Altcar Firing Ranges
- Freshfield Dune Heath, Woodvale Airfield, Willow Bank Caravan Park
- Falklands Way Dunes
- Hillside Golf Club
- Southport and Ainsdale Golf Club
- Albert Road to Lifeboat Road
- Range Lane to Albert Road
- Formby Golf Club
- Hesketh Golf Links and SSSI
- Kenilworth Road Dunes, Ainsdale
- West Lancs Golf Club
- Coastguard Station, Hall Road
- Railway Hillside Station to Birkdale Station
- Crosby Marine Lake
- Railway Ainsdale Station to Hillside Station
- Foreshore, Weld Road to Southport Pier
- Queen's Jubilee Nature Trail, Southport
- Ribble Estuary (including Marshside 1, Marshside 2 and Crossens) to Southport Pier
- Land at Park Haven Trust, Maghull
- Railway Coastal Road to Ainsdale Station
- Hightown Dunes, Meadow and Saltmarsh
- Seaforth Nature Reserve
- Westcliffe Road verges

Locally important designated geological sites

There are a large number of Local Geological Sites (LGS) in Sefton.:

- Orrell Hill Wood
- Aintree Triangle South
- Great Crosby Boulder
- Crossens Erratic, Banks Road
- Ainsdale and Birkdale Foreshore and Dunes
- Formby Point Foreshore and Dunes

SEFTON LOCAL PLAN
APPENDIX 2 - NATURE CONSERVATION AND ENHANCEMENT – SUPPORTING INFORMATION

List of designated nature sites in Sefton
<ul style="list-style-type: none">• Alt Estuary and Hightown Foreshore• Crosby Foreshore and Dunes• Harris Drive, Bootle• Southport and Crossens Foreshore• Ravenmeols and Altcar Foreshore and Dunes• The Dell

SEFTON LOCAL PLAN
APPENDIX 2 - NATURE CONSERVATION AND ENHANCEMENT – SUPPORTING INFORMATION

LCR Nature Improvement Area Focus Areas

List of Nature Improvement Area Focus Areas within the LCR which, together, form the LCR Nature Improvement Area.

LCR Nature Improvement Area Focus Area	District
01 Sefton Coast	Sefton
02 Formby Mosslands	Sefton
03 River Alt Corridor	Sefton
04 River Alt and M57 Corridor	Knowsley, Liverpool, Sefton
05 Knowsley and St. Helens Mosslands	Knowsley, St. Helens
06 Black Brook and Sankey Valley Corridor	St. Helens
07 Netherley Brook and Ditton Brook Corridor	Knowsley, Halton, Liverpool
08 Bridgewater Canal, Keckwick Brook and Runcorn Ancient Woodland Corridor	Halton
09 Runcorn Hill Heath	Halton
10 Mersey Estuary	Halton, Liverpool, Sefton, Wirral
11 Dibbinsdale, Raby Mere and Eastham Country Park	Wirral
12 East Wirral Heathlands	Wirral
13 West Wirral Heathlands and Arrowe Park	Wirral
14 Dee Estuary	Wirral
15 North Wirral Foreshore and Liverpool Bay	Wirral
16 River Birket Corridor	Wirral

Priority habitats and species

Priority habitats and species are defined nationally. There are over 1000 priority species and over 60 priority habitats. More info can be found at <http://jncc.defra.gov.uk/page-5717>.

The Ecological Network provides more info about Priority Habitats present in the Liverpool City Region.

Protected species

The government provides advice about protected species at <https://www.gov.uk/guidance/protected-species-and-sites-how-to-review-planning-proposals>.

APPENDIX 3 LOCAL PLAN MONITORING

The aim of the monitoring framework is to provide a robust approach to ensuring the strategy, objectives and policies of the Local Plan for Sefton are being implemented correctly and that in doing so they are having the required effect. The monitoring framework is split into two clear sections. The first considers indicators that measure the direct impacts of specific policies. The second looks at indirect indicators, i.e. those they are influenced by the policies in the Local Plan but which are much more influenced by other external factors.

Below is the list of objectives from the Local Plan and the indicators that will measure how well they are being met. The numbers relate to the indicator number from the tables of indicators that follow.

To support **urban regeneration** and **priorities for investment** in Sefton

3	5	6	7	12	14	15	16	19	20	21	22	23	61	71
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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

1	2	24	25	26	26	27	31	62	63	64	71
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To promote **economic growth, tourism** and **jobs creation** and support new and existing businesses

3	5	6	7	13	15	16	17	18	57	58
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To **meet** the diverse **needs** for homes, jobs, services and facilities, **as close to where they arise as possible**

1	2	24	25	26	28	29	30	31	33	34	35	36	37	57	58	62	63
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To help Sefton's **town, district and local centres** to diversify and thrive

12	15	19	20	21	22	23	59	60
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To make the most of the value of **the Port** to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated

5	10	11
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To make sure that new developments include the essential **infrastructure, services** and **facilities** that they require

40	41	42	46	47
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To improve access to services, facilities and jobs

38	40	41	42	46	47	57	58	59	60	65
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To protect and enhance Sefton’s natural and heritage assets

8	9	32	43	44	45	46	47	48	49	50	52	53	54	55	56	70	72	73	74	75
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To achieve high quality design and a healthy environment

8	9	32	43	44	45	46	47	48	49	50	52	53	54	55	56	66	69	72	74	75	76
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To respond to the challenge of climate change, encouraging best use of resources and assets

8	9	32	43	44	45	49	50	51	52	67	68	71	72	73	74	75	76
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To work with partners and make the most of Sefton’s place within the Liverpool City Region

5	10	11
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TABLE 1 DIRECT IMPACT INDICATORS

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
MN1	1. Five year housing supply position	2.9 years [2015]	6 ⁴ years by 1 st April 2017 and beyond	<ul style="list-style-type: none"> • Contact landowners of housing allocations to determine causes of delay in submitting planning applications • Review policy constraints on housing sites • Undertake annual call for sites exercise • Review of the Local Plan
	2. Net additional dwellings [total/on allocated sites]	454 net completions [total] [2014/15]	500 pa [2012-17] 694 pa [2017-30]	<ul style="list-style-type: none"> • Contact developers with planning permission for new homes to determine causes of delay in implementing planning applications • Review constraints [including planning obligations] that may be preventing housing delivery

⁴ Five years plus 20% as per paragraph 47 of NPPF

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
				<ul style="list-style-type: none"> • Work with housing colleagues to identify potential funding to help unlock sites for housing, particularly in relation to the need to remediate brownfield sites. • Review housing allocations to assess suitability for housing • Undertake call for sites exercise • Review of the Local Plan
	3. Land available for [general] employment [ha]	56ha [2015]	Not less than 22.66ha ⁵	<ul style="list-style-type: none"> • Undertake call for sites process • Review of the Local Plan
	4. Employment land lost to non-employment uses	Not available	No loss	<ul style="list-style-type: none"> • Review employment site designations to determine if they remain suitable for employment • Contact landowners to determine reasons why sites are not being developed for employment
	5. Land available for Port related employment	0ha [2015]	Currently not known. Sefton's requirement to be determined through strategic study. [note: Not less than 125ha in City Region ⁶]	<ul style="list-style-type: none"> • Undertake call for sites process • Review of the Local Plan
	6. Floorspace [m ²] developed for employment [by type (B1, B2, B8)/location]	1,278m ² 270m ² [B1A - office] 1008m ² [B8 – storage/distribution] [2015]	Increase	<ul style="list-style-type: none"> • Review employment allocations to determine barriers to development • Contact landowners of employment allocations to determine level of interest in development of site • Work with economic development colleagues to identify potential funding to help unlock sites for economic development

⁵ 22.66ha equates to five years employment land requirement when the total Local Plan employment land requirement of 81.59 is annualised [i.e.4.53ha per annum]

⁶ 125ha equates to five years port related employment land requirement when the total port related employment land requirement of 500ha over 20 years [as identified in The Liverpool City Region Superport Market Analysis] is annualised [i.e. 25ha per annum]

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	7. Number of jobs [full time equivalent] created on employment sites	Not available	Increase	<ul style="list-style-type: none"> Review employment allocations to determine barriers to development Consider restricting development on certain sites for more labour intensive uses. Work with economic development colleagues to identify potential opportunities for increasing investment in Sefton that will bring in jobs
MN7	8. Approvals in the Green Belt and % inappropriate	No data/ not available	No inappropriate approvals	<ul style="list-style-type: none"> Review implementation of policy on inappropriate approvals Consider Supplementary Planning Document to set out more specific guidance on implementation of policy and NPPF
	9. Approvals in Safeguarded Land and % inappropriate	Not applicable	No inappropriate approvals	
ED1	10. Approvals in Port and Maritime Zone and % inappropriate	No data/ not available	No inappropriate approvals	<ul style="list-style-type: none"> Review implementation of policy on inappropriate approvals Liaise with Port of Liverpool to determine any issues with scope of implementation of port policy
	11. Improved access to the port consulted on/approved/implemented	Not applicable	Consulted on by 2016. Dates for approval and implementation will be determined by the Highways Agency at a later stage. The Monitoring Framework will be updated to reflect this at the appropriate time.	<ul style="list-style-type: none"> Work with Strategic Transport Team, LEP and Highways England to determine issues restricting progress.
ED2	12. Number and % of approved retail/leisure/other town centre uses development	9,469m ² [528m ² (5.6%) in town centre, 7,168m ² (75.7%) in edge of centre, 1,773m ² (18.7%) out of	Increase in approvals in designated centres. Decrease in number of approvals for	<ul style="list-style-type: none"> Review implementation of sequential test Work with colleagues to review the regeneration strategies for Central Southport, Crosby and Maghull to review potential issues restricting

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	in <ul style="list-style-type: none"> designated centres (Primary Shopping Areas) edge of centre retail parks elsewhere 	centre] A1-5 [shops and services]- 4,577m ² B1a [office] – 270m ² D2 [Leisure] – 1,858m ² [2014-15]	retail/leisure/other centre uses approved outside designated centres.	investment in Sefton’s tourism areas. <ul style="list-style-type: none"> Work with economic development colleagues to determine potential issues restricting investment in Sefton’s centres. Consider Supplementary Planning Document to set out more specific guidance on implementation of sequential test
ED5	13. Approvals by type in locations listed in Policy ED5 ‘Tourism’	No data/ not available	Increase of appropriate approvals and no inappropriate approvals	<ul style="list-style-type: none"> Review implementation of policy. Work with Tourism colleagues to determine potential issues restricting investment in Sefton’s tourism areas.
ED6	14. Approvals in locations listed in Policy ED6 ‘Regeneration Areas’ by type	No data/ not available	Increase of appropriate approvals and no inappropriate approvals	<ul style="list-style-type: none"> Review implementation of policy. Contact landowners to determine intentions/expectations Work with economic regeneration colleagues to determine potential issues restricting investment in regeneration areas and to determine what funding may be available to assist regeneration objectives. Consider Supplementary Planning Document or Area Action Plans to set out more specific guidance on how regeneration objectives can be implemented
ED7	15. Approvals in Southport Central Area by type	No data/ not available	Increase in uses listed in policy	<ul style="list-style-type: none"> Review implementation of policy. Undertake an audit of the sites available in the Southport Central Area and assess potential for development Contact landowners to determine intentions/expectations Work with Tourism colleagues and partners to determine potential issues restricting investment in

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
				<p>Southport Central Area</p> <ul style="list-style-type: none"> • Consider Supplementary Planning Document or Area Action Plan to set out more specific guidance on how development in Southport Central Area will be managed
ED8	16. Approvals in Southport Seafront Area by type	No data/ not available	Increase in uses listed in part 1 of policy	<ul style="list-style-type: none"> • Review implementation of policy. • Undertake an audit of the sites available in the Southport Seafront Area and assess potential for development • Contact landowners to determine intentions/expectations • Work with Tourism colleagues and partners to determine potential issues restricting investment in Southport Seafront Area • Consider Supplementary Planning Document or Area Action Plan to set out more specific guidance on how development in Southport Seafront will be managed
ED10	17. Approvals in Aintree Racecourse [in Green Belt Area] by type 18. Approvals in Aintree Racecourse [outside Green Belt Area] by type	No data/ not available	<p>a. no inappropriate approvals</p> <p>b. Increase in uses listed in part 2 of policy</p>	<ul style="list-style-type: none"> • Review implementation of policy. • Contact landowners to determine intentions/expectations • Work with Tourism colleagues and partners to determine potential issues restricting investment in Aintree Racecourse • Consider Supplementary Planning Document or Area Action Plan to set out more specific guidance on how development in Aintree Racecourse will be managed
ED11	19. Approvals in Crosby Centre by type 20. Total units in Crosby	No data/ not available 117 [2015]	Increase in 'town centre' approvals Increase	<ul style="list-style-type: none"> • Review implementation of policy. • Undertake an audit of the sites available in the Crosby Centre Area and assess potential for

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	Centre			
	21. Total floorspace in Crosby Centre	18,563m ² [2015]	Increase	<ul style="list-style-type: none"> development • Contact landowners to determine intentions/expectations • Work with Economic Development colleagues and partners to determine potential issues restricting investment in Crosby Centre • Consider Area Action Plan to set out more specific guidance on how development in Crosby Centre will be managed
	22. Reduction in vacancies in Crosby Centre	12 units [10.3%] 1,269m ² [6.8%] [2015]	Decrease	
	23. Number of National Retailers in Crosby Centre ⁷	29 [2015]	Increase	
HC1	24. Number of affordable housing completions [by type (social rented, affordable rented, intermediate, through section 106) and location]	111 [2014/5]	200 ⁸ by 2018/19 Annual increase	<ul style="list-style-type: none"> • Review implementation of policy. • Contact developers of stalled schemes with an affordable housing element to determine reasons for delay • Review planning obligations to determine if these are preventing implementation of development
	25. % of bedspaces that are affordable in approvals for new homes in qualifying schemes [15 homes or more] [total and by settlement]	Not available	15% in Bootle and Netherton 30% elsewhere	<ul style="list-style-type: none"> • Review implementation of policy. • Review planning obligations to determine if these are affecting viability • Consider using off-site affordable housing contributions to support affordable housing schemes
HC2	26. In developments of 25 homes or more the number and % of homes with: <ul style="list-style-type: none"> • 1 or 2 bedrooms • 3 bedrooms 	No data	Minimum of 25% 1 or 2 bedrooms Minimum of 40% 3 bedroom Maximum 35% 4 or more bedrooms	<ul style="list-style-type: none"> • Review implementation of policy. • Review viability implications of policy • Consider Supplementary Planning Document to provide additional guidance to developers for meeting the policy requirement

⁷ Town and District Centre Health checks are likely to be undertaken every 3 to 5 years so indicators 20 - 23 are unlikely to be monitored annually.

⁸ This is based on the total anticipated Local Plan Affordable Housing Delivery as set out at Appendix 2 of the Housing Technical Paper.

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	<ul style="list-style-type: none"> 4 bedrooms or more 			
	27. Approvals of older persons housing by type, tenure and settlement [including extra care, sheltered accommodation, nursing homes etc]	No data/ not available	100 units per year	<ul style="list-style-type: none"> Consider allocating Council owned sites specifically for housing for older people Work with providers of homes for older people to see if they can assist in delivery of schemes for older people Consider Council or external funding sources to cross subsidise delivery of homes for older people
	28. In approved schemes of 50 or more dwellings, the % of market homes designed to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings'.	No data	20%	<ul style="list-style-type: none"> Review implementation of policy. Review viability implications of policy Consider Information Note or Supplementary Planning Document to provide additional guidance to developers for meeting the policy requirement
	29. Number of approved custom or self-build homes 30. Number of people registered on Sefton's Custom and Self-Build Register	No data	To be determined once custom build homes register has been live for minimum six months [June 2016]	<ul style="list-style-type: none"> Allocate Council land specifically for custom or self-build housing. Provide support services to those who wish to self or custom-build their own home
HC3	31. Approvals in PRA that are not residential and inappropriate	No data/ not available	No inappropriate approvals	<ul style="list-style-type: none"> Review implementation of policy. Consider Supplementary Planning Document to provide additional guidance to developers
	32. Densities in approvals for residential development	No data/ not available	Minimum 30 dwellings per hectare (developable area)	<ul style="list-style-type: none"> Review implementation of policy. Review Supplementary Planning Document to provide additional guidance to developers
HC4	33. Applications for conversions to HMOs and	No data/ not available	No specific target for these two indicators but	<ul style="list-style-type: none"> Review implementation of policy and existing Supplementary Planning Document

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	the proportions refused/approved (with some explanatory text) 34. Total number of HMOs in Sefton and by ward		commentary will be provide on whether the impact of clusters of HMOs is occurring and whether this is causing significant harm to the character of an area or harming the living conditions of residents	<ul style="list-style-type: none"> • Consider the use of an article 4 direction to restrict HMOs in specific areas
HC5	35. Five year traveller pitch supply	0 years [2015]	5 years by 1 st April 2017	<ul style="list-style-type: none"> • Contact landowners of allocated traveller sites to determine any causes of planning applications being delayed • Review policy constraints on allocated sites • Update traveller needs assessment to determine if identified need remains valid
	36. Provision of traveller pitches [permanent/transit]	0 in 2014/15	4 additional permanent pitches by 2017/18 10 additional permanent pitches 2018/19 to 2027/28 4 transit pitches by 2017/18	
	37. Number, size and duration of unauthorised traveller encampments	No data/ not available	0	<ul style="list-style-type: none"> • Work with traveller liaison officer determine reasons for unauthorised encampments and to ensure Council transit site [when provided] is well advertised • Review access/pricing policy for Council transit site is suitable • Work with neighbouring authorities to ensure they are providing their identified transit pitches • Consider extension of or additional transit site
HC6	38. No. of applications that affect an Asset of Community Value and the	No data	No inappropriate approvals	

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	proportions refused/approved (with some explanatory text)			
HC7	39. Approvals in Sites of Education and Care Institutions and % inappropriate	No data	No inappropriate approvals	<ul style="list-style-type: none"> • Review implementation of policy on inappropriate approvals • Consider Supplementary Planning Document to set out more specific guidance on implementation of policy
IN1	40. Amount of Community Infrastructure Levy secured [total/by area]	No data	To be determined if and when CIL is implemented	To be determined if and when CIL is implemented
IN2	41. No. of schemes in part 1 of the policy implemented	Not applicable	All implemented by 2030. Annual review undertaken to determine progress.	<ul style="list-style-type: none"> • Work with transport colleagues to determine potential issues restricting investment in transport schemes. • Look at potential funding sources including from developer contributions
EQ3	42. % of new build housing within appropriate [SPD] distance to bus stop; rail station; GP; primary school	No data/ not available	Increase	<ul style="list-style-type: none"> • Work with transport colleagues to maximise public transport improvements on larger development sites
EQ6	43. Contaminated land remediated as part of development	No data	No target but commentary will consider impact of the policy	<ul style="list-style-type: none"> • Review implementation of policy • Liaise with contaminated land colleagues to assess whether advice on contamination is being correctly implemented in planning decisions
EQ8	44. Number of applications refused on flood risk grounds	No data/ not available	No target but commentary will consider the impact of the policy.	<ul style="list-style-type: none"> • Review implementation of policy • Liaise with drainage colleagues to assess whether advice on flood risk/drainage is being correctly implemented in planning decisions • Consider Supplementary Planning Document to set out more specific guidance on implementation of

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
				policy
	45. Number of major applications approved with conditions and/or legal agreements related to SuDs	No data/ not available		
EQ9	46. Area of new Public Open Space approved on: <ul style="list-style-type: none"> • schemes of 150 or more dwellings • Proposals for 11 to 149 dwellings on sites which are more than 2km from a main parks or Countryside Recreation Areas' 	No data	40m ² per home	<ul style="list-style-type: none"> • Review implementation of policy • Review other planning obligations to determine if this is limiting implementation of policy • Work with Leisure colleagues to ensure policy approach is securing the improvements required • Determine the best approach to ensuring this policy and the implementation of the [potential] Community Infrastructure Levy are compatible and maximise improvements.
	47. Financial contributions secured through section 106 to improve existing public open space	No data/ not available	No target but commentary on reasons why off-site contributions was accepted and which existing public open spaces will be improved	
EQ10	48. Approvals of A5 uses in designated centres; Shopping Parades; within 400m of secondary school or college [including those restricted to opening after 5pm]	No data/ not available	No inappropriate approvals	<ul style="list-style-type: none"> • Review implementation of policy and Supplementary Planning Document • Work with education and public health colleagues to determine whether additional A5 uses close to a particular secondary school or college is likely to change eating habits of students
NH2	49. Approvals in International, National and	No data/ not available	No inappropriate approvals	<ul style="list-style-type: none"> • Review implementation of policy and Supplementary Planning Document

Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	Local nature sites and % inappropriate			<ul style="list-style-type: none"> • Liaise with colleagues in Merseyside Environmental Advisory Service and Natural England to determine whether policy approach is appropriate.
NH3	50. Approvals in Nature Improvements Areas and % inappropriate	No data/ not available	No inappropriate approvals	
NH4	51. Approvals in Coastal Change Management Area and % inappropriate	No data/ not available	No inappropriate approvals	<ul style="list-style-type: none"> • Review implementation of policy • Liaise with Coastal Management Team to determine whether policy approach is appropriate • Consider Supplementary Planning Document to set out more specific guidance on implementation of policy
NH5	52. Approvals in Public Open Space and % inappropriate	n/a	No inappropriate approvals	<ul style="list-style-type: none"> • Review implementation of policy • Liaise with Leisure colleagues to determine whether policy approach is appropriate • Consider Supplementary Planning Document to set out more specific guidance on implementation of policy
HN6	53. Approvals in Urban Golf Course and % inappropriate	n/a	No inappropriate approvals	<ul style="list-style-type: none"> • Review implementation of policy • Consider Supplementary Planning Document to set out more specific guidance on implementation of policy
NH9-14	54. % of Listed Buildings surveyed per year 55. Conservation Area Appraisals adopted 56. Conservation Area Management Plans adopted	Not available 13/25 [2015] 0/25 [2015]	10-20% of Listed Buildings Increase Increase	<ul style="list-style-type: none"> • Review resources and priorities within Conservation Team

TABLE 2 INDIRECT IMPACT INDICATORS

SA Topic Area	Indicator	Baseline	Target or direction of travel
Economy	57. Number of jobs in Sefton	103,000 [2013]	Increase
	58. Unemployment rate	5.3% [June 2015]	Decrease
Local Centres	59. Retail ranking of Bootle and Southport	Bootle 235 th Southport 96 th [2014/15]	Higher Ranking
	60. Vacancy rates [units] in designated centres	23% Bootle 13.1% Southport 10.3% Crosby 10.1% Maghull 9.5% Waterloo 2.8% Formby [July 2015]	Decrease
Communities	61. % of Sefton's population living in 20% most deprived areas in England	27% [2015 IMD]	Decrease
	62. Social housing waiting lists	2883 [2015, OneVision Housing – Housing Register]	Decrease
Housing	63. Population in Sefton	273,500 [2014 ONS estimate]	Increase
	64. Average house prices by area	£86,458 Bootle £166,949 Maghull £168,945 Southport £216,557 Crosby £270,087 Formby [2015 Land Registry]	No target
Accessibility	65. Travel to work by transport mode	56.7% Car or van 9.5% On foot 8.3% Work from home 7.3% Train 6.9% Bus 6.0% Passenger in car or van	Increase those using public transport and sustainable modes

		2.6% Bicycle 1.3% Taxi 0.7% Other 0.5% Motorcycle 0.4% Rapid transit [2011 Census]	
Health & Wellbeing	66. Obesity rates in adults/children	19.6% of children [2012] 23.6% of adults [2012]	Decrease
Climate Change & Resource Use	67. Carbon emissions by source [tCO ₂ per person]	Total 5.0 Industrial and Commercial 1.8 Domestic 2.2 Transport 1.0 [2013] <i>Source DECC, 25 June 2015</i>	Decrease
Flooding	68. Total of homes and businesses classed at risk from flooding	No data/ not available	No increase
Environmental Quality	69. Air quality at monitoring stations	Quoting lowest and highest levels of the five stations Nitric oxide: Waterloo Primary School 24.5ppb - Princess Way, Seaforth 49.6ppb [2015] Nitrogen dioxide: Waterloo Primary School 33.7µg/m ³ - Princess Way, Seaforth 44.1 µg/m ³ [2015] Oxides of Nitrogen: Waterloo Primary School 41.7ppb - Princess Way, Seaforth 72.2ppb [2015]	Decrease Decrease Decrease
	70. River quality	No data/ not available	Improvement
	71. Vacant home rate	Local Term Vacant Rate – 3236 homes [2.56%]	Decrease

Landscape	None		
Biodiversity	None 72. Local sites and sites in positive conservation management	60 local sites; 30 sites in positive management [50%] 2014/15 Defra	Increase
Culture & Heritage	73. Number of listed buildings at risk	10 Grade II* Listed Buildings or Conservation Areas [2015]	Decrease
	74. Number of Conservation Areas 'at risk'	6 [Historic England, 2015]	Decrease
	75. Number of Scheduled Monuments 'at risk'	1 [Historic England, 2015]	Decrease
	76. Parks with green flag status	10 Green Flag awarded Parks [2015]	Increase

APPENDIX 4 – SUPPLEMENTARY PLANNING DOCUMENTS

The following is a list of Supplementary Planning Documents (SPDs) that the Council intends to publish after adoption of the Local Plan.

Affordable, Special Needs and Older People’s Housing SPD
Control of Food Takeaways and Betting Shops SPD
Crosby Centre SPD
Design SPD
Development in Residential Areas SPD
Land East of Maghull SPD
Nature Conservation SPD
Public Open Space SPD

In addition all existing SPD/SPGs will be reviewed.
The Council will also publish a Heritage Strategy.

Further information can be found at www.sefton.gov.uk/spd

**SEFTON LOCAL PLAN
APPENDIX 5 - SUPERSEDED UNITARY DEVELOPMENT PLAN POLICIES**

APPENDIX 5 LIST OF SAVED UNITARY DEVELOPMENT PLAN POLICIES TO BE REPLACED BY LOCAL PLAN POLICIES

Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
CS1 Development and Regeneration	SD1 Presumption in favour of sustainable development SD2 Principles of sustainable development
CS2 Restraint on development and protection of environmental assets	SD1 Presumption in favour of sustainable development SD2 Principles of sustainable development NH1 Natural Assets NH9 Heritage Assets
CS3 Development principles	SD1 Presumption in favour of sustainable Development SD2 Principles of sustainable development EQ1 Healthy Sefton
UP1 Development in Urban Priority Areas	SD2 Principles of sustainable development
EDT1 Strategic Employment Locations	MN2 Housing, Employment, and Mixed Use Allocations
EDT2 Provision of Employment Land	MN2 Housing, Employment, and Mixed Use Allocations
EDT3 Strategic Employment Sites in the Dunnings Bridge Corridor	ED6 Regeneration Areas MN2.47 Dunnings Bridge Road Corridor, Netherton
EDT4 Southport Commerce Park	MN2.50 Southport Business Park
EDT5 Primarily Industrial Areas	ED3 Existing Employment Areas
EDT6 Development Sites within Primarily Industrial Areas	ED3 Existing Employment Areas MN2 Housing, Employment, and Mixed Use
EDT8 Business and Industrial Development Outside Primarily Industrial Areas	ED3 Existing Employment Areas
EDT9 The Port and Maritime Zone	ED1 The Port and Maritime Zone
EDT10 Bootle Central Area – Development Principles	ED2 Retail, Leisure and other Town Centre Uses ED4 Mixed Use Areas ED6 Regeneration Areas
EDT11 Development in the Bootle Office Quarter	ED6 Regeneration Areas
EDT12 Bootle Central Area Opportunity Sites	ED6 Regeneration Areas
EDT13 Southport Central Area – Development Principles	ED2 Retail, Leisure and other Town Centre Uses ED5 Tourism ED6 Regeneration Areas ED7 Southport Central Area

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
EDT14 Southport Resort Area	ED5 Tourism
EDT15 Southport Seafront Area	ED5 Tourism ED8 Southport Seafront ED9 Marine Park, Southport
EDT16 Mixed Use Areas	ED4 Mixed Use Areas
EDT17 Employment Opportunity Sites	ED6 Regeneration Areas MN2.34 Aintree Curve Site, Ridgewood Way, Netherton MN2.43 Peoples site, Linacre Lane, Bootle
EDT18 Retention of Local Employment	ED3 Existing Employment Areas
H1 Housing Requirement	<i>Not Saved</i> (equivalent Local Plan Policy MN1 Housing and employment Requirement)
H2 Requirement for Affordable, Special Needs and Key Worker Housing	HC1 Affordable and special needs housing (and accompanying Affordable, Special Needs and Older People's Housing SPD)
H3 Housing Land Supply	MN2 Housing, Employment , and Mixed Use Allocations
H4 Land at Town Lane, Southport	<i>Site has planning permission</i> HC3 Residential Development and Primarily Residential Areas
H5 Land to the west of Southport and Formby District General Hospital	HC3 Residential Development and Primarily Residential Areas HC7 Education and Care Institutions NH5 Protection of open space and Countryside Recreation Areas
H6 Opportunity Sites	ED6 Regeneration Areas MN2.34 Aintree Curve Site, Ridgewood Way, Netherton MN2.43 Peoples site, Linacre Lane, Bootle
H7 Housing Renewal, Clearance and Regeneration	ED6 Regeneration Areas
H8 Redevelopment within the Pathfinder Area	ED4 Mixed Use Areas ED6 Regeneration Areas
H9 Hawthorne Road/ Canal Corridor	ED4 Mixed Use Areas ED5 Tourism ED6 Regeneration Areas
H10 Residential Development and Development in Residential Areas	HC3 Residential Development and Primarily Residential Areas (and accompanying New Housing SPD)
H11 Mixed Use Developments Incorporating Housing	ED4 Mixed Use Areas

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
H12 Residential Density	HC3 Residential Development and Primarily Residential Areas EQ2 Design
R1 Retail Development Strategy	ED2 Retail, Leisure and other Town Centre Uses
R2 Southport Town Centre	ED2 Retail, Leisure and other Town Centre Uses ED5 Tourism ED6 Regeneration Areas ED7 Southport Central Area
R3 Southport Station Complex	ED2 Retail, Leisure and other Town Centre Uses ED6 Regeneration Areas ED8 Southport Central Area EQ3 Accessibility
R4 Bootle town Centre	ED2 Retail, Leisure and other Town Centre Uses ED4 Mixed Use Areas ED6 Regeneration Areas
R5 Edge-of-Centre Retail Development: TAVR Site, Strand Road, Bootle	<i>Not Saved</i>
R6 Development in District and Local Shopping Centres	ED2 Retail, Leisure and other Town Centre Uses
R7 Local Shopping Parades	ED2 Retail, Leisure and other Town Centre Uses
R8 Upper Floors in Defined Centres and Shopping Parades	<i>Not Saved</i>
R9 Edge-of-Centre and Out-of-Centre Retail Developments and Key Town Centre Uses	ED2 Retail, Leisure and other Town Centre Uses ED4 Mixed Use Areas ED5 Tourism
R10 Lanstar Site, Church Road, Litherland	MN2.53 Former Lanstar Site, Hawthorne Road, Bootle
T1 Transport Network Priorities	IN2 Transport
T2 Walking and Cycling	IN2 Transport EQ1 Healthy Sefton EQ3 Accessibility EQ9 Provision of public open space, strategic paths and trees

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
T3 Pedestrian Priority on Chapel Street, Southport	<i>Not Saved</i>
T4 Safeguarding the Public Transport Network	IN2 Transport
T5 New Car Parks in Designated Areas	IN2 Transport EQ3 Accessibility
T6 Freight Distribution Network	IN2 Transport
EMW1 Prudent Use of Resources	EQ1 Healthy Sefton EQ7 Energy Efficient and Low Carbon Design IN3 Waste
EMW2 Renewable Energy Infrastructure	EQ7 Energy Efficient and Low Carbon Design
EMW3 Protection of Mineral Resources	NH8 Minerals
EMW4 Proposals for Mineral and Aggregate Developments	NH8 Minerals
EMW5 Onshore Oil and Gas	NH8 Minerals
EMW6 Waste Management Strategy	<i>Replaced by Merseyside and Halton Waste Local Plan (2013)</i>
EMW7 Waste Management Facilities	<i>Replaced by Merseyside and Halton Waste Local Plan (2013)</i>
EMW8 Landfill Sites	<i>Replaced by Merseyside and Halton Waste Local Plan (2013)</i>
EMW9 Recycling Facilities	IN3 Waste
GBC1 The Green Belt	MN7 Green Belt
GBC2 Development in the Green Belt	MN7 Green Belt
GBC3 Redevelopment of a Major Developed Site in the Green Belt – The Powerhouse, Hoggs Hill Lane, Formby	MN2.18 Power House phase 2, Hoggs Hill Lane, Formby
GBC4 Redevelopment or Infilling of a Major Developed Site in the Green Belt – Ashworth Hospital, Maghull	MN8.2 Land adjacent to Ashworth Hospital, Maghull
GBC5 Infill Development on Major Developed Sites in the Green Belt	MN7 Green Belt
GBC6 Landscape Character	NH7 Rural Landscape Character
GBC7 Agricultural Land Quality	MN7 Green Belt
GBC8 Equestrian Development	MN7 Green Belt

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
GBC9 Landscape Renewal Areas	MN7 Green Belt
NC1 Site Protection	NH1 Natural Assets NH2 Nature (and accompanying Nature Conservation SPD) NH3 Development in the Nature Improvement Area
NC2 Protection of Species	NH1 Natural Assets NH2 Nature (and accompanying Nature Conservation SPD) NH3 Development in the Nature Improvement Area
NC3 Habitat Protection, Creation and Management	NH1 Natural Assets NH2 Nature sites (and accompanying Nature Conservation SPD) NH3 Development in the Nature Improvement Area
CPZ1 Development in Coastal Planning Zones	NH1 Natural Assets NH4 The Sefton coast
CPZ2 Coastal Protection	NH1 Natural Assets NH4 The Sefton coast
CPZ3 Coastal Landscape Conservation and Management	EQ4 Pollution and Hazards NH1 Natural Assets NH2 Nature (and accompanying Nature Conservation SPD) NH3 Development in the Nature Improvement Area NH4 The Sefton coast
CPZ4 Coastal Park	NH4 The Sefton coast NH5 Protection of open space and Countryside Recreation Areas
G1 Protection of Urban Greenspace	NH5 Protection of open space and Countryside Recreation Areas
G2 Improving Public Access to Urban Greenspace	ED3 Existing Employment Areas ED6 Regeneration Areas HC3 Residential Development and Primarily Residential Areas (and accompanying New Housing SPD) HC7 Education and Care Institutions NH6 Golf Courses
G3 Urban Greenspace Systems	NH1 Natural assets NH5 Protection of open space and Countryside Recreation Areas
G4 Development Adjacent to the Leeds and Liverpool Canal	ED5 Tourism EQ2 Design NH1 Natural assets NH5 Protection of open space and Countryside

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
	Recreation Areas
G5 Protection of Recreational Open Space	NH1 Natural assets NH5 Protection of open space and Countryside Recreation Areas
G6 Built Recreation Facilities	HC6 Assets of community value
G7 Strategic Paths for Countryside Recreation	NH5 Protection of open space and Countryside Recreation Areas
G8 Countryside Recreation Areas	NH5 Protection of open space and Countryside Recreation Areas
G9 Aintree Racecourse Recreational Area	ED5 Tourism ED10 Aintree Racecourse MN7 Green Belt
HC1 Development in Conservation Areas	NH9 Heritage Assets NH12 Development affecting Conservation Areas
HC2 Demolition of Listed buildings and Demolition in Conservation Areas	NH9 Heritage Assets NH10 Demolition or substantial harm to designated Heritage Assets
HC3 Development or Change of Use Affecting a Listed Building	NH9 Heritage Assets NH11 Works affecting Listed Buildings
HC4 Development Affecting the Setting of a Listed Building	NH9 Heritage Assets NH11 Works affecting Listed Buildings
HC5 Historic Parks and Gardens	NH9 Heritage Assets NH13 Development affecting Registered Parks and Gardens
HC6 Sites and Areas of Archaeological Importance	NH9 Heritage Assets NH14 Development affecting Archaeology and Scheduled Monuments
AD1 Location of Development	EQ1 Healthy Sefton EQ3 Accessibility
AD2 Ensuring Choice of Travel	EQ3 Accessibility <i>Ensuring Choice of Travel SPD (2010) was prepared by Merseytavel and Merseyside authorities</i>
AD3 Transport Assessments	IN2 Transport
AD4 Green Travel Plans	EQ3 Accessibility
AD5 Access onto the Primary Route Network	IN2 Transport
DQ1 Design	EQ1 Healthy Sefton EQ2 Design
DQ2 Renewable Energy in Development	EQ7 Energy Efficient and Low Carbon Design
DQ3 Trees and Development	IN1 Infrastructure and developer contributions EQ9 Provision of public open space, strategic paths and trees in development
DQ4 Public Greenspace and Development	EQ9 Provision of public open space, strategic paths and trees

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APPENDIX 5 - SUPERSEDED UNITARY DEVELOPMENT PLAN POLICIES

Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
DQ5 Sustainable Drainage Systems	EQ8 Flood risk and Surface Water
EP1 Managing Environmental Risk	EQ1 Healthy Sefton EQ4 Pollution and hazards EQ5 Air quality EQ8 Flood risk and Surface Water
EP2 Pollution	EQ1 Healthy Sefton EQ4 Pollution and hazards EQ5 Air quality
EP3 Development of Contaminated Land	EQ1 Healthy Sefton EQ4 Pollution and hazards
EP4 Development On or Near to Landfill Sites	EQ1 Healthy Sefton EQ4 Pollution and hazards
EP5 Development and Hazardous substances	EQ1 Healthy Sefton EQ4 Pollution and hazards
EP6 Noise and Vibration	EQ1 Healthy Sefton EQ4 Pollution and hazards
EP7 Light Nuisance	EQ4 Pollution and hazards
EP8 Flood Risk	EQ8 Flood risk and Surface Water
MD1 House Extensions	HC4 House Extensions, House in Multiple Occupation and Flats (and accompanying House Extensions SPD)
MD2 Conversion to Flats	HC4 House Extensions, House in Multiple Occupation and Flats (and accompanying House Extensions SPD)
MD3 Houses in Multiple Occupation	HC4 House Extensions, House in Multiple Occupation and Flats (and accompanying House Extensions SPD)
MD4 Caravan Sites for Gypsies and Travelling Showpeople	HC5 Gypsies and Travellers
MD5 Commercial Frontages and Security Shutters	EQ2 Design
MD6 Food and Drink Uses	EQ10 Food and Drink (and accompanying Hot Food Takeaways and Betting Shops SPD)
MD7 Advertisements	EQ11 Advertisements
MD8 Telecommunications Development	IN1 Infrastructure and Developer Contributions
<i>No Policy</i>	MN3 Land east of Maghull (and accompanying SPD)
<i>No Policy</i>	MN4 Land north of Formby Industrial Estate
<i>No Policy</i>	MN5 Land at Moss Lane, Churchtown
<i>No Policy</i>	MN6 Land north of Brackenway, Formby
<i>No Policy</i>	MN8 Safeguarded Land

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
<i>No Policy</i>	HC2 Housing type, mix and tenure
<i>No Policy</i>	ED11 Crosby Centre (and accompanying SPD)
<i>No Policy</i>	NH15 Development affecting non-designated Heritage Assets
<i>No Specific Policy (although many cover issues)</i>	PIM1 Planning enforcement