

## Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the Submission (July 2015) Sefton Local Plan (Document LP.1).

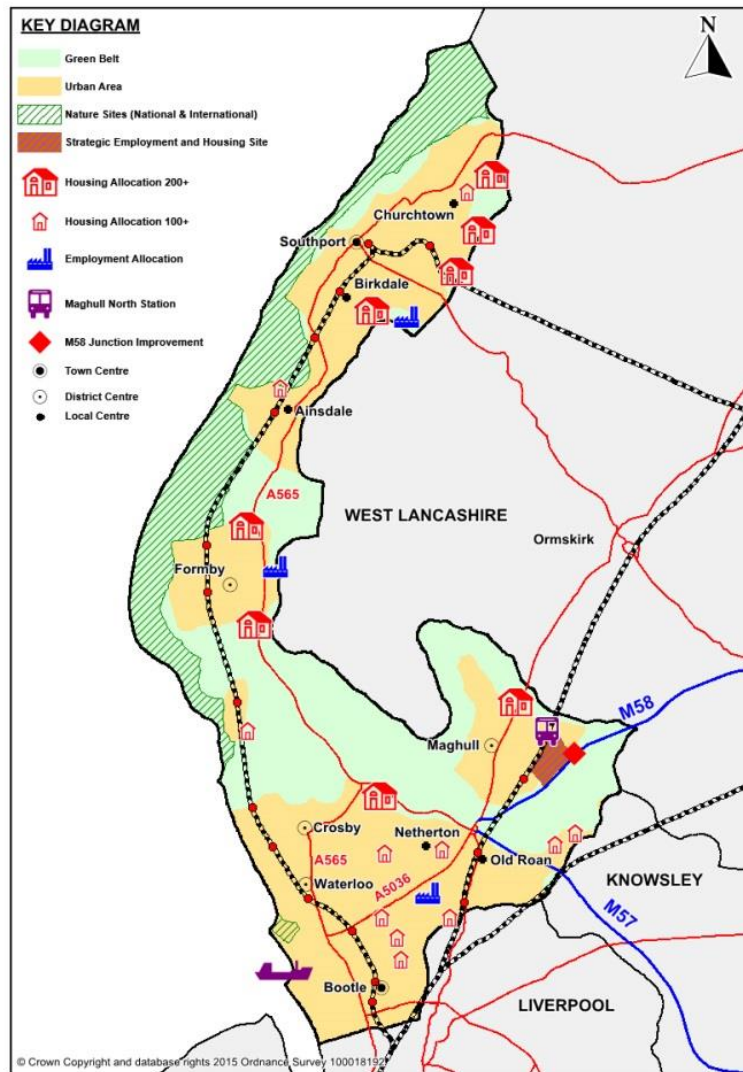
Ref.	Page	Policy/ Paragraph	Main Modification										
<b>MM1</b>	22	4.11-4.12	<p><i>Amend the paragraphs as follows:</i></p> <p>4.11 This concluded that Sefton's <u>household growth over the plan period was</u> <del>'objectively assessed housing need'</del> <u>was in the order of 615-576 dwellings</u> a year.</p> <p>4.12 The <u>This</u> figure of <del>615</del> dwellings includes an assessment of <del>'pent up' housing need based on the Census</del> <u>needs to be revised upward by approximately 10% to allow for affordability and past under-delivery.</u> The total requirement over the Plan period is <del>11,070</del> <u>11,520</u> (<del>615-640</del> x 18 = <del>11,070</del> <u>11,520</u>) which is higher but broadly comparable to the 'Option Two' figure of 10,700 at Preferred Option stage.</p>										
<b>MM2</b>	26	4.42-4.44	<p><i>Replace 'early review' with 'immediate review' in heading before paragraph 4.42 and amend the final sentence of paragraph 4.42:</i></p> <p>It is proposed to review the Plan <del>at an early stage</del> <u>if required</u> to take account of the results of this study in a co-ordinated sub-regional manner.</p> <p><i>Amend paragraphs 4.43 and 4.44 as follows:</i></p> <p>4.43 This review will also reflect the conclusions of the <u>Port of Liverpool Options Identification and Assessment commissioned by Highways England Port Access Study</u> in relation to proposals for major road improvements. <u>Public engagement as part of this work is likely to take place early in 2016. The options assessment work is expected to be completed in Summer / Autumn 2016.</u></p> <p>4.44 <del>This early review will also be able to take account of the findings of a future sub-regional strategic housing market assessment, should this imply a significantly different housing requirement.</del> <u>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 this study out.</u></p>										
<b>MM3</b>	28	Figure 4.3	<p><i>Amend table as follows:</i></p> <table border="1"> <thead> <tr> <th></th> <th><b>Proposed new homes [net of demolitions]</b></th> <th><b>%</b></th> <th><b>Strategic Employment Sites &amp; Allocations [hectares]</b></th> <th><b>%</b></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		<b>Proposed new homes [net of demolitions]</b>	<b>%</b>	<b>Strategic Employment Sites &amp; Allocations [hectares]</b>	<b>%</b>					
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Ref.	Page	Policy/ Paragraph	Main Modification				
			Southport	<del>3,295</del> <u>2,921</u>	<del>28.0</del> <u>25.5</u>	13.1	<del>16.0</del> <u>1</u>
			Formby	<del>999</del> <u>996</u>	<del>8.5</del> <u>8.7</u>	<del>15</del> <u>8</u>	<del>18.3</del> <u>9.8</u>
			Sefton East Parishes	<del>2,685</del> <u>2,609</u>	22.8	20	<del>24.4</del> <u>5</u>
			Crosby & Hightown	<del>1,133</del> <u>1,010</u>	<del>9.6</del> <u>8.8</u>	-	<del>0</del> <u>-</u>
			Bootle & Netherton	<del>1,459</del> <u>1,655</u>	<del>12.4</del> <u>14.5</u>	34	<del>41.4</del> <u>7</u>
			Windfalls	<del>1,503</del> <u>1,071</u>	<del>12.7</del> <u>9.4</u>	-	-
			Completions 2012-2014	<del>717</del> <u>1,172</u>	<del>6.1</del> <u>10.2</u>	<del>6.5</del>	<del>8.0</del>
			<b>Total</b>	<b><del>11,793</del> <u>11,435</u></b>	<b>100</b>	<b><del>81.6</del></b>	<b>100</b>

**MM4**

Figure 4.4

Insert a Key Diagram (Figure 4.4) after Figure 4.3.



Ref.	Page	Policy/ Paragraph	Main Modification
<b>MM5</b>	31	Policy SD2	<p>Add an additional bullet point (as the penultimate bullet point):</p> <ul style="list-style-type: none"> <li><b><u>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</u></b></li> </ul>
<b>MM6</b>	33	Policy MN1	<p>Amend part 1 of policy MN1 as follows:</p> <p><b>1. During the period 2012 – 2030 provision will be made for the development of a minimum of <u>11,520</u> <del>11,070</del> new homes in Sefton. The housing requirement will met at the following average annual rates:</b></p> <p><b>2012-2017: 500 dwellings per annum</b>  <b>2017-2030: <u>694</u> <del>660</del> dwellings per annum</b></p> <p>Amend part 3:</p> <p><b>3. During the period 2012 – 2030 provision will be made for a total of <u>81.6</u> <del>84.5</del> ha of employment land</b></p> <p>Add a new part 5 to the policy:</p> <p><b><u>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.</u></b></p>
<b>MM7</b>	34	6.12-6.13	<p>Amend paragraph 6.12 as follows:</p> <p>6.12 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 findings of the 'Housing Requirement for Sefton', which was published in November 2014. This study was based on the 2012-based <del>population</del> <u>household</u> projections issued by the <del>Office for National Statistics</del> <u>Department for Communities and Local Government</u> and other evidence. The employment requirement is derived from the 2012 Employment Land &amp; Premises Study Refresh <u>and the 2015 Update which</u> <del>and is</del> <u>are</u> primarily based on an analysis of the rate at which land was developed for employment in the past <u>and a blended approach to employment need.</u> <del>This was the most optimistic of a number of indicators of future need.</del></p> <p>Amend the first two sentences of paragraph 6.13 as follows:</p> <p>6.13 The housing requirement of <u>11,520</u> <del>11,070</del> dwellings would equate to an average of <u>640</u> <del>615</del> dwellings a year between 2012 and 2030. However, this requirement is staged and will be met at</p>

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			a rate of 500 dwellings a year between 2012 and 2017, and <del>694</del> <u>660</u> dwellings between 2017 and 2030.																																												
<b>MM8</b>	34	6.14A - 6.14C	<p><i>Add three new paragraphs after paragraph 6.14:</i></p> <p><u>6.14A 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.</u></p> <p><u>6.14B 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 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, including a new or improved port access.</u></p> <p><u>6.14C 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.</u></p>																																												
<b>MM9</b>	35	Policy MN2	<p><i>Amend part 1 of policy MN2 as follows:</i></p> <table border="1"> <thead> <tr> <th>Site Ref.</th> <th>Location</th> <th>Area [ha.]</th> <th>Indicative Capacity</th> </tr> </thead> <tbody> <tr> <td><b>MN2.1</b></td> <td>Bartons Close, Southport</td> <td>1.0</td> <td>36</td> </tr> <tr> <td><b>MN2.2</b></td> <td>Land at Bankfield Lane, Southport</td> <td>9.0</td> <td><del>220</del> <u>300</u></td> </tr> <tr> <td><b>MN2.3</b></td> <td>Former Phillips Factory, Balmoral Drive, Southport</td> <td>6.0</td> <td>158</td> </tr> <tr> <td><b>MN2.4</b></td> <td>Land at Moss Lane, Churchtown</td> <td><del>19.1</del> <u>18.3</u></td> <td>450</td> </tr> <tr> <td><b>MN2.5</b></td> <td>Land at Crowland Street, Southport</td> <td>25.8</td> <td>678</td> </tr> <tr> <td><b>MN2.6</b></td> <td>Land adjacent to Dobbies Garden Centre, Benthams Way, Southport</td> <td><del>8.7</del> <u>6.8</u></td> <td><del>215</del> <u>174</u></td> </tr> <tr> <td><b>MN2.7</b></td> <td>Land at Lynton Road, Southport</td> <td>1.5</td> <td>25</td> </tr> <tr> <td><b>MN2.8</b></td> <td>Former Ainsdale Hope School, Ainsdale</td> <td>9.2</td> <td><del>243</del> <u>120</u></td> </tr> <tr> <td><b>MN2.9</b></td> <td>Former St John Stone School, Meadow Lane, Ainsdale</td> <td><del>1.3</del> <u>1.4</u></td> <td>40</td> </tr> <tr> <td><b>MN2.10</b></td> <td>Land at Sandbrook Road, Ainsdale</td> <td><del>2.0</del> <u>2.6</u></td> <td><del>49</del> <u>83</u></td> </tr> </tbody> </table>	Site Ref.	Location	Area [ha.]	Indicative Capacity	<b>MN2.1</b>	Bartons Close, Southport	1.0	36	<b>MN2.2</b>	Land at Bankfield Lane, Southport	9.0	<del>220</del> <u>300</u>	<b>MN2.3</b>	Former Phillips Factory, Balmoral Drive, Southport	6.0	158	<b>MN2.4</b>	Land at Moss Lane, Churchtown	<del>19.1</del> <u>18.3</u>	450	<b>MN2.5</b>	Land at Crowland Street, Southport	25.8	678	<b>MN2.6</b>	Land adjacent to Dobbies Garden Centre, Benthams Way, Southport	<del>8.7</del> <u>6.8</u>	<del>215</del> <u>174</u>	<b>MN2.7</b>	Land at Lynton Road, Southport	1.5	25	<b>MN2.8</b>	Former Ainsdale Hope School, Ainsdale	9.2	<del>243</del> <u>120</u>	<b>MN2.9</b>	Former St John Stone School, Meadow Lane, Ainsdale	<del>1.3</del> <u>1.4</u>	40	<b>MN2.10</b>	Land at Sandbrook Road, Ainsdale	<del>2.0</del> <u>2.6</u>	<del>49</del> <u>83</u>
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			<b>MN2.11</b>	Land south of Moor Lane, Ainsdale	<del>2.6</del> <u>3.2</u>	69
			<b>MN2.12</b>	Land north of Brackenway, Formby	13.7	286
			<b>MN2.13</b>	Land at West Lane, Formby	1.9	40
			<b>MN2.14</b>	Former Holy Trinity School, Lonsdale Road, Formby <sup>1</sup>	<del>0.9</del> <u>1.0</u>	50
			<b><u>MN2.14A</u></b>	<u>Land at Shorrocks Hill, Lifeboat Road, Formby</u>	<u>3.3</u>	<u>34</u>
			<b>MN2.15</b>	Formby Professional Development Centre, Park Road, Formby	1.6	15
			<b>MN2.16</b>	Land at Liverpool Road, Formby	14.2	319
			<b>MN2.17</b>	Land at Altcar Lane, Formby	0.7	29
			<b>MN2.18</b>	Power House phase 2, Hoggs Hill Lane, Formby	<del>0.6</del> <u>0.4</u>	<del>20</del> <u>12</u>
			<b>MN2.19</b>	Land at Andrew's Close, Formby	3.3	87
			<b>MN2.20</b>	Land at Elmcroft Lane, Hightown	6.5	120
			<b>MN2.21</b>	Land at Sandy Lane, Hightown	0.7	10
			<b>MN2.22</b>	Land at Hall Road West, Crosby	1.1	14
			<b>MN2.23</b>	Land at Southport Old Road, Thornton	3.9	85
			<b>MN2.24</b>	Land at Holgate, Thornton	8.4	221
			<b>MN2.25</b>	Land at Lydiate Lane, Thornton	<del>10.3</del> <u>10.2</u>	265
			<b>MN2.26</b>	Land south of Runnell's Lane, Thornton	5.3	137
			<b>MN2.27</b>	Land at Turnbridge Road, Maghull	1.6	40
			<b>MN2.28</b>	Land north of Kenyons Lane, Lydiate	<del>9.7</del> <u>10.1</u>	295
			<b>MN2.29</b>	Former Prison Site, Park Lane, Maghull	13.6	370
			<b>MN2.30</b>	Land east of Waddicar Lane, Melling	6.0	178
			<b>MN2.31</b>	Wadacre Farm, Chapel Lane, Melling	5.5	135
			<b>MN2.32</b>	Land south of Spencers Lane, Melling	0.6	18
			<b>MN2.33</b>	Land at Wango Lane, Aintree	1.8	25
			<b>MN2.34</b>	Aintree Curve Site, Ridgewood Way, Netherton	3.1	<del>100</del> <u>109</u>
			<b>MN2.35</b>	Former Z Block Sites,	3.5	100

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			<sup>1</sup> Site allocated specifically for older persons housing / accommodation (reserved for residents aged 55 and over).																																																				
<b>MM10</b>	36	Policy MN2	<i>Amend part 4 of the policy as follows:</i> <b>4. Sites MN2.2, MN2.4, MN2.6, and MN2.19 are adjacent to areas of 'Proposed Open Space'. These areas will be developed for new open space alongside the housing allocation.</b>																																																				
<b>MM11</b>	36	Policy MN2	<i>Add a new part 4A to the policy:</i> <b><u>4A. 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.</u></b>																																																				
<b>MM12</b>	36	Policy MN2	<i>Delete reference to site MN2.49 in part 5 of the policy:</i> <b><del>MN2.49: Land to the South of Formby Industrial Estate—7 ha (net)</del></b>  <i>Amend part 7 of the policy:</i> <b>7. Land North of the Formby Industrial Estate (site MN2.48) and Land South of the Formby Industrial Estate (site MN2.49) are <u>is</u> subject to <u>a</u> site specific policies (Policies MN4 and MN5).</b>																																																				
<b>MM13</b>	37	6.17	<i>Delete paragraph 6.17:</i> <del>6.17 Sufficient land has been identified to exceed the total</del>																																																				

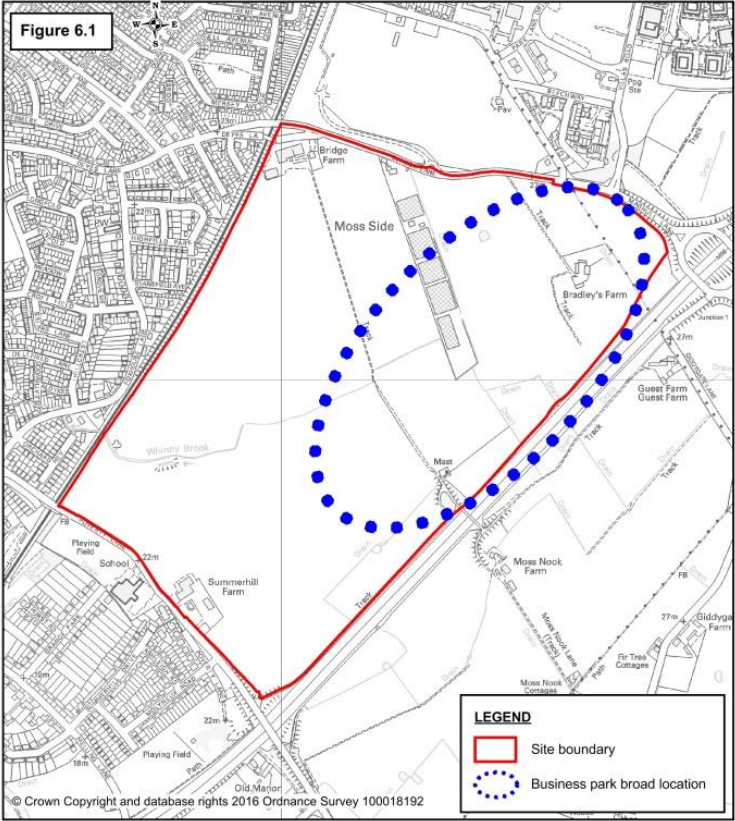
Ref.	Page	Policy/ Paragraph	Main Modification
			<p>housing requirement of 11,070 dwellings by around 6.5% (720 dwellings) to allow for contingencies. This additional supply is intended to ensure that delays or unforeseen problems on allocated sites identified in this policy will not undermine housing delivery over the Plan period. This contingency allowance is unrelated to the requirement at paragraph 47 of the Framework to identify a buffer of 5% or 20% to the '5-year supply'. The contingency allowance will also allow choice and provide flexibility to adapt to rapid change, as required by paragraph 14 of the National Planning Policy Framework.</p>
<b>MM14</b>	38	6.25	<p><i>Amend the paragraph as follows:</i></p> <p>6.25 <del>Two</del> <u>Four</u> 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. <del>Both</del> <u>All these</u> areas are affected by constraints that severely restrict or preclude residential development. The Proposed Open Space at <u>Land adjacent to Dobbies Garden Centre, Benthams Way, Southport (MN2.6)</u> is at greatest risk of surface water flooding. The Proposed Open Space at <u>Andrews Close, Formby (site MN2.19)</u> is in Flood Zone 3, <del>and</del> <u>The area identified at Bankfield Lane, Southport (MN2.2)</u> is within the setting of a listed building <u>and the area at Moss Lane, Churchtown (MN2.4)</u> has been identified to maintain the open character of the north east corner as it is within the setting of the <u>North Meols conservation area</u>. However, these areas are suitable for the creation of open space, which could include new public open space, habitat creation, sustainable drainage, or a mixture of these. Their removal from Green Belt would also create a more robust Green Belt boundary.</p>
<b>MM15</b>	40	Policy MN3	<p><i>Amend policy MN3 as follows:</i></p> <p><b>MN3 STRATEGIC MIXED USE ALLOCATION - LAND EAST OF MAGHULL</b></p> <p><b>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 <del>phased</del> sustainable urban extension containing integrated, distinctive, safe and secure residential neighbourhoods, a Business Park and improvements to local infrastructure.</b></p> <p><b><u>1A. 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 should 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</u></b></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b><u>within the site in accordance with the master plan.</u></b></p> <p><b><u>1B. 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:</u></b></p> <p><b><u>a) expansion of Summerhill Primary School to become a two form entry school</u></b></p> <p><b><u>b) the provision of a main park within the site</u></b></p> <p><b><u>c) new slip roads at junction 1 of the M58 motorway</u></b></p> <p><b><u>d) subsidy of a bus service through the site for a period of 5 years</u></b></p> <p><b><u>2. 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.</u></b></p> <p><b><u>3. The development of the site must provide:</u></b></p> <p><b><u>a) A minimum of 1400 dwellings, including 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 provision at least 2 dedicated older persons housing schemes (reserved for residents of 55 and over) each comprising at least 25 dwellings for older persons housing (policy HG2)</u></b></p> <p><b><u>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 northern and eastern boundary as set out in the broad location identified in figure 6.1.</u></b></p> <p><b><u>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. Local shopping provision of an appropriate scale to serve the needs of the new community;</u></b></p> <p><b><u>d) A new 'main park' through the site located either side of Whinney Brook. This must incorporate an equipped play area, new habitat creation, and provision for outdoor sports. Appropriate new public open space, incorporating a neighbourhood park, equipped play area, new habitat creation, and provision for outdoor sports</u></b></p> <p><b><u>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</u></b></p> <p><b><u>f) A layout that facilitates provides:</u></b></p>



Ref.	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• <u>a bus route across the site from School Lane / Maghull Lane in the north to Poverty Lane in the south;</u></li> <li>• <u>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</u></li> <li>• <u>appropriate separation of commercial and residential traffic</u></li> </ul> <p><del>g) The layout should also ensure an appropriate separation of commercial and residential traffic</del></p> <p>g) <u>Walking and cycling routes within and beyond the site linking new and existing residential areas and business park to the railway stations, bus services, new local centre local shops, open space, and local 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</u></p> <p>h) <u>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 onsite and to the adjacent railway line. No residential development will be located in Flood Zones 2 or 3 following any watercourse realignment, and Buildings should be sited away from areas at high risk of flooding, and</u></p> <p>i) <u>The long-term management and maintenance of public open space, landscaping, and sustainable urban drainage systems, to be agreed by the Council.</u></p> <p><del>4. The development of this site must be subject to a single outline planning application covering the whole of the site. The outline application must:</del></p> <ul style="list-style-type: none"> <li><del>• Specify how the infrastructure contributions listed at part 5 of this policy will be phased and implemented</del></li> <li><del>• Indicate the location of the business park</del></li> <li><del>• Indicate the location of an internal bus route linking School Lane and Poverty Lane</del></li> <li><del>• Indicate the location of access points to the business park and new residential areas from Poverty Lane and School Lane</del></li> <li><del>• Indicate the location of the proposed public open space, and</del></li> <li><del>• Provide a strategic landscaping framework.</del></li> </ul> <p><del>4. Development of the site will be phased to</del> <u>The following phasing requirements will be applied to ensure that the required infrastructure is provided alongside new development. The following timetable and restrictions will apply unless an alteration is agreed in writing with the Local Planning Authority:</u></p> <p>a) <u>Maghull North station must be operational before the practical completion of the 500<sup>th</sup> dwelling</u></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b>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 500<sup>th</sup> dwelling</b></p> <p><b>c) <del>The internal bus route linking School Lane and Poverty Lane must be provided before completion of the 500<sup>th</sup> dwelling. 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</del></b></p> <p><b>d) <del>Serviced plots must be made available on 25% of the area of the business park</del> <u>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 500<sup>th</sup> dwelling</u></b></p> <p><b>e) The proposed Business Park must not be occupied until the new slip roads are completed at Junction 1 of the M58</b></p> <p><b>f) The local shopping provision must be constructed and made available for occupancy before the practical completion of the 750<sup>th</sup> dwelling, and</b></p> <p><b>g) <del>The neighbourhood main park and outdoor sports provision will be provided in a phased manner, so that it becomes available when the adjacent housing is completed</del></b></p> <p><b><del>5. The development of this site will secure the following benefits, including through the use of planning conditions, 'Section 106' or other legal agreements and a phasing/ implementation plan:</del></b></p> <p><b><del>a) A financial contribution to secure the provision of the new Maghull North station and associated park and ride facility</del></b></p> <p><b><del>b) A financial contribution to secure the delivery of the new slip roads required at Junction 1 of the M58 motorway</del></b></p> <p><b><del>c) A financial contribution to subsidise a bus service through the site for at least 3 years</del></b></p> <p><b><del>d) Provision of other appropriate highways and public transport improvements</del></b></p> <p><b><del>e) The provision of affordable / special needs housing and older persons housing (policies HC1 and HC2), and</del></b></p> <p><b><del>f) Financial contributions to improve health care and education facilities, including expansion of Summerhill Primary School, and to provide appropriate community facilities within the local centre.</del></b></p>
<b>MM16</b>	41-42	6.38-6.41	<p><i>Amend the first two sentences of paragraph 6.38 as follows:</i></p> <p>6.38 Land east of Maghull will provide a sustainable urban extension with major local benefits. These will include a contribution to a new Maghull North railway station <u>slip roads at junction 1 of the M58</u>, a new <u>neighbourhood main park (as set out in the Open Space and Recreation Study and other Council documents)</u>, sports provision, a new local centre <u>shopping provision</u>, and a 20 ha (net) business park.</p> <p><i>Add an additional sentence to the end of paragraph 6.41 and a</i></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><i>new Figure 6.1:</i>  <u>The Business Park should be located adjacent to the site's north eastern boundary as set out Figure 6.1:</u></p> 
<b>MM17</b>	43	Policy MN4	<p><i>Amend part 1e of the policy as follows:</i>  <b>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</b></p>
<b>MM18</b>	44	Policy MN5	<p><i>Delete policy MN5 and the associated text</i></p>
<b>MM19</b>	45	Policy MN6	<p><i>Amend the first sentence of part 1b of the policy as follows:</i>  <b>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.</b></p> <p><i>Amend part 1c of the policy as follows:</i>  <b>c) Include a signal controlled junction onto the Formby Bypass and a through route to a secondary means of access via Paradise Lane</b></p>
<b>MM20</b>	46	6.64	<p><i>Amend paragraph 6.64 as follows:</i>          6.64 A new signal controlled junction must also be provided <u>onto</u> the Formby Bypass to <u>facilitate provide</u> access into the site. The site layout should <u>ensure provide that</u> a secondary access via Paradise Lane. Any route created through the site into Formby should be designed to <u>direct through route to other parts of Formby is not created</u>, to discourage 'rat running' through traffic.</p>
<b>MM21</b>	46	Policy MN6A	<p><i>Add a new policy and explanatory text:</i>  <b>Land at Moss Lane, Churchtown</b></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>6.64A 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.</u></p> <p><b><u>MN6A LAND AT MOSS LANE, CHURCHTOWN</u></b></p> <p><b><u>1. Land at Moss Lane, Churchtown, is allocated for housing (as shown on the Policies Map). Development of this site must:</u></b></p> <p>a) <b><u>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.</u></b></p> <p>b) <b><u>Provide a financial contribution to subsidise the extension of a bus service into the site for at least 5 years.</u></b></p> <p>c) <b><u>Provide a loop road arrangement or suitable turning facility within the northern half of the site for the use of bus services.</u></b></p> <p>d) <b><u>Provide a layout that provides for mitigation from the operation of the adjacent golf course</u></b></p> <p>e) <b><u>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.</u></b></p> <p>f) <b><u>Preserve the setting of the adjacent North Meols Conservation Area, and secure a transition to open countryside, by:</u></b></p> <ul style="list-style-type: none"> <li>o <b><u>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.</u></b></li> <li>o <b><u>Maintaining the open character of the north east corner of the site, identified as Proposed Open Space on the Policies Map.</u></b></li> </ul> <p>g) <b><u>Incorporate any necessary flood risk mitigation; and</u></b></p> <p>h) <b><u>Provide habitat creation and management, appropriate tree planting, and a landscaped buffer alongside the Three Pools Waterway.</u></b></p> <p><b><u>2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.</u></b></p> <p><b><u>Key policy links</u></b></p> <ul style="list-style-type: none"> <li>• <u>MN1 Housing and Employment Requirements</u></li> <li>• <u>MN2 Housing, Employment, and Mixed Use Allocations</u></li> </ul> <p><b><u>Explanation</u></b></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>6.64B Land at Moss Lane, Churchtown is a 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.</u></p> <p><u>6.64C 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 would be 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 150<sup>th</sup> dwelling.</u></p> <p><u>6.64D 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.</u></p> <p><u>6.64E 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.</u></p> <p><u>6.64F 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.</u></p> <p><u>6.64G 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 1f(a) 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.</u></p> <p><u>6.64H 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</u></p>

Ref.	Page	Policy/ Paragraph	Main Modification									
			<u>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.</u>									
<b>MM22</b>	48	Policy MN8	<p><i>Amend the site areas in part 1 of the policy:</i></p> <table border="1"> <thead> <tr> <th>Site Ref.</th> <th>Location</th> <th>Area [ha.]</th> </tr> </thead> <tbody> <tr> <td><b>MN8.1</b></td> <td>Land at Lamshear Lane, Lydiate</td> <td><del>33</del> <u>33.9</u></td> </tr> <tr> <td><b>MN8.2</b></td> <td>Land adjacent to Ashworth Hospital, Maghull</td> <td><del>18.5</del> <u>15.1</u></td> </tr> </tbody> </table>	Site Ref.	Location	Area [ha.]	<b>MN8.1</b>	Land at Lamshear Lane, Lydiate	<del>33</del> <u>33.9</u>	<b>MN8.2</b>	Land adjacent to Ashworth Hospital, Maghull	<del>18.5</del> <u>15.1</u>
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<b>MM23</b>	49	6.78	<p><i>Replace paragraph 6.78 with the following:</i></p> <p><u>6.78 The two areas of Safeguarded Land have a combined potential capacity for around 1,000 dwellings. In addition, it is assumed that 318 dwellings at site MN2.5 Crowland Street, Southport, 90 dwellings at site MN2.4 Land at Moss Lane, Southport, 80 dwellings at site MN2.46 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.</u></p>									
<b>MM24</b>	51	Policy ED1	<p><i>Replace part 1f of policy ED1 with the following:</i></p> <p><b><u>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.</u></b></p> <p><i>Amend part 2c as follows:</i></p> <p><b><u>c) Demonstrate that there are no likely significant effects on the Mersey Narrows and North Wirral Foreshore and Liverpool Bay Special Protection Areas <del>or</del> and other internationally important nature sites.</u></b></p> <p><i>Amend part 3 as follows:</i></p> <p><b><u>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.</u></b></p> <p><i>Amend part 4 as follows:</i></p> <p><b><u>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.</u></b></p>									
<b>MM25</b>	52	7.14	<p><i>Replace the final five sentences of paragraph 7.14 with:</i></p> <p><u>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</u></p>									

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			<p><u>Highways England has commissioned an Options Identification and Assessment study, which will be completed in summer 2016. Highways England have confirmed, in their newsletter of October 2015, that they are considering two options for improved road access to the port; upgrade Dunnings Bridge Road; or a new road through the Rimrose Valley.</u></p> <p><i>Add new paragraphs 7.14A and 7.14B after paragraph 7.14:</i></p> <p><u>7.14A 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 affectively 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</u></p> <p><u>7.14B 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.</u></p>						
<b>MM26</b>	54	7.18	<p><i>Replace 'Primary Retail Areas' with 'Primary Shopping Areas'</i></p>						
<b>MM27</b>	54	Policy ED2	<p><i>Amend parts 1 to 5 of policy ED2 as follows:</i></p> <p><b>ED2 DEVELOPMENT IN TOWN CENTRES, DISTRICT CENTRES, LOCAL CENTRES AND LOCAL SHOPPING PARADES AND OUTSIDE DEFINED CENTRES</b></p> <p><b>1. Retail, leisure and other main town centre uses<sup>1</sup> will be directed towards the Borough's existing centres in accordance with the following hierarchy:</b></p> <table data-bbox="598 1503 1460 1697"> <tr> <td><b>Town Centres:</b></td> <td><b>Bootle and Southport</b></td> </tr> <tr> <td><b>District Centres:</b></td> <td><b>Crosby, Formby, Maghull and Waterloo</b></td> </tr> <tr> <td><b>Local Centres:</b></td> <td><b>Ainsdale, Birkdale, Churchtown, Netherton and Old Roan</b></td> </tr> </table> <p><b>Planning permission will only be granted for development which is appropriate to the role and function of each centre.</b></p> <p><b><u>Sequential Test</u></b></p> <p><b>2. <del>Where proposed outside of the defined town, district and local centres,</del> <u>Proposals for</u> all retail, leisure and other town centre uses will be subject to a sequential approach to development. This will require applications for town</b></p>	<b>Town Centres:</b>	<b>Bootle and Southport</b>	<b>District Centres:</b>	<b>Crosby, Formby, Maghull and Waterloo</b>	<b>Local Centres:</b>	<b>Ainsdale, Birkdale, Churchtown, Netherton and Old Roan</b>
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			<p><b>centre uses to be located firstly in:</b></p> <ul style="list-style-type: none"> <li>• <b><u>Primary Shopping Areas (retail uses only), then</u></b></li> <li>• <b><u>town centres, district and local centres (in accordance with the hierarchy in part 1), then</u></b></li> <li>• <b><u>edge of centre locations, and</u></b></li> <li>• <b><u>only if suitable sites are not available should out of centre sites be considered.</u></b></li> </ul> <p><b><u>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 parks<sup>2</sup> (as shown on the Policies Map). In addition, all proposed retail, leisure and other town centre uses should demonstrate:</u></b></p> <ul style="list-style-type: none"> <li>• <del>that they would not prejudice the delivery of planned investment within any existing defined centre, and</del></li> <li>• <del>that no significant adverse impact on the vitality and viability of any existing centre will arise from the proposed development.</del></li> </ul> <p><b><u>Impact Test</u></b></p> <p><b><u>3. For retail, leisure and other town centre office uses proposals proposed outside of existing defined centres, impact assessments will be required to accompany planning applications at the locations identified below based on the following floorspace thresholds at the following locations set out:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>outside of the Primary Shopping Areas (for retail) or the town, district and local centres (for leisure and office uses) of Bootle and Southport, an impact assessments will be required for development which proposes more than 500m<sup>2</sup> gross floorspace or more</u></b></li> <li>• <b><u>within 800 metres of the boundaries of the district centres, an impact assessment will be required for development which proposes more than 300m<sup>2</sup> gross floorspace, and</u></b></li> <li>• <b><u>within 800 metres of the boundaries of the local centres, an impact assessment will be required for development which proposes more than 200m<sup>2</sup> gross floorspace.</u></b></li> </ul> <p><b><u>Where more than one impact threshold applies, the lower impact threshold will take precedence. Where appropriate, impacts on the vitality and viability of designated retail centres in neighbouring local authorities will also be required to be assessed. All proposed retail, leisure and offices uses which exceed the above local impact threshold test (part 3) should demonstrate:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>that they would not have a significant adverse impact on the delivery of existing, committed, and planned public and private investment within any</u></b></li> </ul>



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			<p><b><u>existing defined centres, and</u></b></p> <ul style="list-style-type: none"> <li><b><u>that no significant adverse impact on the vitality and viability of any existing centres will arise from the proposed development, including to local consumer choice and trade in defined centres and the wider area, 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 up to ten years from when the application is made.</u></b></li> </ul> <p><b>Subject to the above, impact assessments may also be required in other circumstances, including where a change of use <u>or variation of conditions</u> from one form of retail development to another is proposed <u>and could materially affect local shopping patterns.</u></b></p> <p><b>4. Within Primary Shopping Areas <del>(as shown on the Policies Map see figure 7.2)</del> proposals for non-retail uses, compatible with a town centre location, will be permitted providing that:</b></p> <ul style="list-style-type: none"> <li><b>(i) the overall retail function of <u>the</u> Centre would not be undermined</b></li> <li><b>(ii) the use would make a positive contribution to the overall vitality and viability of the Centre, and</b></li> <li><b>(iii) it would not result in an unacceptable cluster of non-retail uses.</b></li> </ul> <p><b><u>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.</u></b></p> <p><b><u>Applications within primary and secondary frontages at the town and district centres which would result in the loss of an active ground floor use will not be supported.</u></b></p> <p><b><del>Outside of Primary Shopping Areas, but within defined centres, all main town centre uses will be considered acceptable in principle.</del></b></p> <p><b>5. Residential <u>development and other non-town centre uses</u> <del>development</del> will be permitted, if it does not compromise the vitality and viability of the centre or parade, in:</b></p> <ul style="list-style-type: none"> <li><b>defined town and district centres (outside Primary Shopping Areas) and local centres, or</b></li> <li><b>upper floors of buildings in the Primary Shopping Area, or</b></li> <li><b>local shopping parades</b></li> </ul> <p><sup>1</sup> As defined in NPPF Annex 2  <sup>2</sup> 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</p>
<b>MM28</b>	56	7.20-7.22	<p><i>Replace paragraph 7.20 with the following:</i>  <b>7.20 The 2015 Retail Strategy Review (RSR) identifies no</b></p>

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			<p><u>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.</u></p> <p><i>Replace paragraph 7.21 with the following:</i>  <u>7.21 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.</u></p> <p><i>Replace paragraph 7.22 with the following:</i>  <u>7.22 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.</u></p> <p><i>Add new paragraph 7.22A after paragraph 7.22:</i>  <u>7.22A 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.</u></p>
<b>MM29</b>	56	Figure 7.2	<i>Delete Figure 7.2.</i>
<b>MM30</b>	57	Policy ED3	<p><i>Rename the policy 'Existing Employment Areas', and replace 'Primarily Industrial Area' with 'Existing Employment Area' throughout the policy, including the policy links and associated text (paragraphs 7.26 - 7.28).</i></p> <p><i>Amend the policy as follows:</i>  <b>ED3 <del>PRIMARILY INDUSTRIAL</del> EXISTING EMPLOYMENT AREAS</b></p> <p><b>1. The <del>Primarily Industrial</del> Existing Employment Areas are suitable for the following uses:</b></p> <ul style="list-style-type: none"> <li>• <b>Office and light industrial (class B1)</b></li> <li>• <b>General Industrial (class B2)</b></li> <li>• <b>Storage and distribution (class B8)</b></li> </ul>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b>2. Other uses will only be permitted where they:</b></p> <ul style="list-style-type: none"> <li>• <u>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</u></li> <li>• <u>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</u></li> <li>• <u>There would be a significant community benefit that would outweigh the loss of the employment land/premises.</u></li> <li><del>• are small scale or ancillary to the above uses, or</del></li> <li><del>• maximise job outputs and are compatible with the character and function of the area and with adjacent uses.</del></li> </ul> <p><b>3. Development within the <del>Primarily Industrial</del> Existing Employment Areas must not:</b></p> <ul style="list-style-type: none"> <li>• Significantly harm the amenity of any nearby residents, and</li> <li>• Significantly harm the general environment.</li> </ul>
MM31	58	Policy ED4	<p><i>Amend the policy as follows:</i>  <b>ED4 MIXED USE AREAS</b></p> <p><b>1. The Mixed Use Areas listed below are suitable for the following types of development: office and light industry, health and educational uses, civic and community facilities, and other uses that <u>are compatible with</u> complement the character of the area.</b></p> <ol style="list-style-type: none"> <li><del>1. Bootle Central Commercial Area</del></li> <li><del>2. Land at Crosby Road North, Waterloo</del></li> <li>3. Land at Copy Lane, Netherton</li> <li>4. Land to the West of Ormskirk Road, Aintree</li> <li>5. Switch Island, Aintree</li> <li>6. Land at Hawthorne Road / Church Road, Bootle</li> </ol>
MM32	59	Policy ED5	<p><i>Amend policy ED5 as follows:</i>  <b>ED5 TOURISM</b></p> <p><b><u>Strategic Tourism Locations</u></b></p> <p><b><u>1. Tourism development will be supported in the following locations, subject to there being no adverse effects on the integrity of sites of international nature conservation importance and to , other natural and heritage assets, or</u></b>  <b>other Local Plan policies:</b></p> <ul style="list-style-type: none"> <li>• Southport Seafront and Southport Central Area</li> <li>• Crosby Coastal Park</li> <li>• Aintree Racecourse</li> <li>• Adjacent to the Leeds and Liverpool Canal.</li> </ul> <p><b><u>Other Tourism Development</u></b></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b><u>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.</u></b></p>
<b>MM33</b>	63	Policy ED7	<p><i>Amend policy ED7 as follows:</i>  <b>ED7 SOUTHPORT CENTRAL AREA</b></p> <p><b>1. Within the Southport Central Area development proposals should be consistent with, and make a positive contribution to, the economic function of the area, the quality of the environment <u>and maintain the significance of heritage assets and their settings.</u></b></p> <p><b>2. Development proposals <del>for new</del> <u>within the Southport Central Area for the following uses will be acceptable in principle, subject to other Local Plan policies:</u></b></p> <p><b>a) <u>Hotels and guest houses are acceptable in principle</u></b>  <b>b) <del>for Arts and cultural uses,</del> <u>and visitor attractions are acceptable in principle</u></b>  <b>c) <u>New Education uses development, including the expansion of Southport College, is acceptable in principle</u></b>  <b>d) <u>Uses which secure a sustainable future for vacant or 'at risk' heritage assets.</u></b></p> <p><b>53. Development within the Central Area <del>must</del> <u>should:</u></b></p> <p><b>a) Have no unacceptable impact on existing living conditions, and</b>  <b>b) Cause no unacceptable harm to the appearance of street frontages, and to the vitality and viability of the town centre in general.</b>  <b>c) <u>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.</u></b></p> <p><b>64. On the Lord Street frontages, new development is <del>expected to</del> <u>should</u> promote active frontages that support vitality and viability. Amusement arcades and centres will not be permitted on the north west Lord Street frontage <del>between 91 and 581 Lord Street.</del></b></p> <p><b>75. 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.</b></p>
<b>MM34</b>	65	Policy ED8A	<p><i>Add a new policy ED8A and accompanying explanatory text:</i>  <b><u>ED8A MARINE PARK, SOUTHPORT</u></b></p> <p><b>1. Marine Park (16.4 ha) is allocated for major visitor-</b></p>

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			<p><b><u>based development [shown on the Policies Map]. Redevelopment of this site must significantly enhance the regional leisure and tourism role of Southport.</u></b></p> <p><b><u>2. The redevelopment of this site must:</u></b></p> <ol style="list-style-type: none"> <li>a) <b><u>Be of high design quality that compliments the existing historic seaside environment and its open character</u></b></li> <li>b) <b><u>Incorporate active frontages to both Marine Drive and Esplanade</u></b></li> <li>c) <b><u>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</u></b></li> <li>d) <b><u>Incorporate high quality landscaping, including enhancements to the north western edge of the Marine Lake.</u></b></li> <li>e) <b><u>Retain the open seafront setting of the listed pier, and maintain views to and from it</u></b></li> <li>f) <b><u>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</u></b></li> <li>g) <b><u>Improve views from the Promenade towards Ocean Plaza.</u></b></li> <li>h) <b><u>Provide appropriate compensatory open space and green infrastructure within the site</u></b></li> </ol> <p><b><u>3. The expansion of the existing fairground and the provision of new outdoor leisure facilities are acceptable in principle.</u></b></p> <p><b><u>4. Any proposal to partially develop the site should be prepared in the context of a development strategy for the whole site.</u></b></p> <p><b><u>5. Development that would adversely affect the integrity of adjacent internationally important nature sites will not be permitted.</u></b></p> <p><b><u>Policy links:</u></b></p> <ul style="list-style-type: none"> <li>• <u>ED5 Tourism</u></li> <li>• <u>ED6 Regeneration</u></li> <li>• <u>ED8 Southport Seafront</u></li> <li>• <u>NH2 Protection and enhancement of nature sites, priority habitats and species</u></li> </ul> <p><b><u>National /regional context</u></b></p> <ul style="list-style-type: none"> <li>• <u>LCR Visitor Economy Strategy to 2020, 2009</u></li> <li>• <u>Southport Investment Strategy</u></li> </ul> <p><b><u>Explanation</u></b></p> <p>7.67A The Marine Park site represents a significant opportunity to</p>

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			<p><u>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 encourages 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.</u></p> <p><u>7.67B 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 compliments Southport's heritage as a seaside resort town, and the continuation of this use is seen as maintaining the seafront's historic character</u></p> <p><u>7.67C 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.</u></p> <p><u>7.67D 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.</u></p>
<b>MM35</b>	65	Policy ED8B	<p><i>Add new policy ED8B and accompanying explanatory text:</i></p> <p><b><u>AINTREE RACECOURSE</u></b></p> <p><u>7.67E 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 visitors throughout the year thereby contributing positively to the Borough and the wider Region's economy.</u></p> <p><b><u>ED8B AINTREE RACECOURSE</u></b></p> <p><b><u>1. Within the part of Aintree Racecourse which lies within the Green Belt, development must meet all of the following criteria:</u></b></p> <ul style="list-style-type: none"> <li><b><u>a) maintain or enhance the existing use of the Racecourse</u></b></li> <li><b><u>b) preserve the character of the area</u></b></li> <li><b><u>c) be consistent with national Green Belt Policy and</u></b></li> </ul>

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			<p style="text-align: center;"><b><u>other Local Plan policies.</u></b></p> <p><b>2. <u>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.</u></b></p> <p><b><u>Key Policy Links:</u></b></p> <ul style="list-style-type: none"> <li>• <u>ED5 Tourism</u></li> <li>• <u>MN7 Sefton's Green Belt</u></li> </ul> <p><b><u>National / regional context</u></b></p> <ul style="list-style-type: none"> <li>• <u>Liverpool City Region Visitor Economy Strategy to 2020, 2009</u></li> </ul> <p><b><u>Explanation</u></b></p> <p><u>7.67F 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.</u></p> <p><u>7.67G 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.</u></p>
<b>MM36</b>	69	Policy HC1	<p><i>Add new part 4A to policy HC1 after "All Areas" heading:</i></p> <p><b><u>4A. 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.</u></b></p> <p><i>Amend part 5 of the policy by deleting the last sentence:</i></p> <p><b><u>5. Special needs housing can be substituted for up to 50% of the site affordable housing contribution on a bedspace for bedspace basis. The residual affordable housing requirement should meet the relevant tenure requirement.</u></b></p> <p><i>Amend part 6 of the policy as follows:</i></p> <p><b><u>6. 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. 80% of this should be provided as social</u></b></p>

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			<p><del>rented/affordable rented and the remaining 20% provided as intermediate housing for all parts of the Borough apart from Bootle and Netherton, where it should be provided as 50% social/affordable rented housing and 50% intermediate housing.</del></p> <p><i>Add new parts 9 and 10 to the policy:</i></p> <p><b><u>9. 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.</u></b></p> <p><b><u>10. In implementing the policy, the Council will have regard to:</u></b></p> <p><b><u>a) the definitions and provisions of affordable and/or special needs housing in relevant national guidance as they may change over time; and</u></b></p> <p><b><u>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.</u></b></p>
<b>MM37</b>	70	After 8.13	<p><i>Insert new paragraph 8.13A after paragraph 8.13:</i></p> <p><u>8.13A 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.</u></p> <p><u>When assessing Vacant Building Credits the Council will consider the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Whether the building has been made vacant for the sole purposes of re-development</u></li> <li>• <u>Whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development.</u></li> </ul> <p><u>The Government's Planning Practice Guidance provides more detail on the operation of the Vacant Building Credit.</u></p>
<b>MM38</b>	72	Policy HC2	<p><i>Amend the threshold in part 1 from 15 to 25 dwellings</i></p> <p><b><u>1. In developments of <del>15</del> 25 or more dwellings, the mix of new properties provided must be as follows.....</u></b></p> <p><i>Replace part 2 of the policy with the following:</i></p> <p><b><u>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'.</u></b></p> <p><i>Amend part 3 of the policy as follows:</i></p> <p><b><u>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</u></b></p>



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			<p><b>most accessible location for local services and facilities.</b></p> <p><i>Add a new part 5 to the policy:</i></p> <p><b><u>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:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Manage a register of interested parties who wish to custom or self-build their own home</u></b></li> <li>• <b><u>Identify at least two pilot schemes to be made available for custom or self-builders.</u></b></li> </ul>
<b>MM39</b>	73	8.31	<p><i>Amend the first sentence of paragraph 8.31 as follows:</i></p> <p>8.31 In this context, the construction of 20% of new housing <u>in developments of 50 homes or more to Building Regulation Requirement M4(2) Lifetime Homes standards</u> will help to provide more flexible accommodation.</p> <p><i>Delete the remainder of the paragraph and replace with:</i></p> <p><u>Optional Technical Standards for Housing allow planning authorities to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect to access. Optional requirement M4(2) ensures new housing incorporates features that make it adaptable to a wide range of occupants, including older people. The emerging Affordable, Special Needs and Older People's Housing SPD will provide further guidance on policy HC2 part 2.</u></p>
<b>MM40</b>	74	After 8.34	<p><i>Add new paragraph 8.34A after paragraph 8.34:</i></p> <p><u>8.34A Custom and Self-build homes are a means of allowing local people or groups to commission, design, construct or complete their own home. Sefton has recently completed an Assessment of the Potential for Self-build and Custom Build Homes in the borough. Whilst this assessment hasn't 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 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.</u></p>
<b>MM41</b>	77	Policy HC5	<p><i>In part 2 of policy HC5, add "including from flood risk" to the end of the first bullet point.</i></p> <ul style="list-style-type: none"> <li>• <b><u>The site should provide a safe environment for intended occupants including from flood risk</u></b></li> </ul>
<b>MM42</b>	79	Policy HC7	<p><i>Amend part 2 of the policy as follows:</i></p> <p><b><u>2. Development of the site must retain key green infrastructure and minimise harm to the historic environment and its setting the heritage characteristics of the site.</u></b></p> <p><i>Amend part 3 of the policy and header above:</i></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b><u>Sites formerly in use as schools, colleges or other-care institutions</u></b>  <b>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.</b></p>
<b>MM43</b>	81	Policy IN1	<p><i>Amend policy IN1 as follows:</i>  <b>IN1 INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS</b></p> <p><b>1. The Infrastructure Delivery Plan, Appendix 1 and other policies in the Local Plan lists the essential-infrastructure required for the implementation of the Local Plan strategy.</b></p> <p><b>2. Social, <u>community</u>, environmental and physical infrastructure will be protected, enhanced and provided where there is an identified need to support sustainable communities.</b></p> <p><del><b>3. Developer contributions may also be sought in appropriate locations to assist with regeneration objectives set out elsewhere in the plan.</b></del></p> <p><b>4. 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.</b></p> <p><b>5. Where appropriate, the Council may require developers to provide the necessary-infrastructure themselves as part of their development proposals, rather than making financial contributions.</b></p> <p><b><u>5A. Developer contributions may also be sought in appropriate locations to assist with regeneration objectives set out elsewhere in the plan.</u></b></p> <p><b>6. Planning conditions or phased legal agreements may be used to ensure essential-infrastructure is provided within appropriate timescales.</b></p> <p><b>7. The Council will work with a range of partners to make sure that infrastructure is provided in the right location when required.</b></p> <p><b>8. The impact of providing or contributing to infrastructure on the viability of development proposals will be considered. <u>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.</u></b></p>
<b>MM44</b>	82	9.13	<p><i>Add an additional sentence to the end of the paragraph:</i>  <u>However, viability issues must not be a reason to avoid the provision of essential infrastructure, i.e. infrastructure needed to</u></p>

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<b>MM45</b>	83	Policy IN2	<p><u>make the development acceptable in planning terms.</u></p> <p><i>In the last bullet point of part 1 of policy IN2, replace 'Aintree Curve' with '<b><u>North Mersey Branch line</u></b>'.</i></p> <p><i>Amend part 2 of the policy as follows:</i></p> <p><b><u>2. Improvements to The Council's general priorities for the transport network will take account of the need for:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Improving safety and accessibility for all transport users</u></b></li> <li>• <b><u>Protecting the freight distribution network</u></b></li> <li>• <b><u>Maintaining, improving and extending the walking and cycling network</u></b></li> <li>• <b><u>Better connecting new and existing neighbourhoods with the public transport network</u></b></li> <li>• <b><u>Creating opportunities for existing transport to become more sustainable such as by promoting/installing charger units at appropriate places along routes/locations.</u></b></li> </ul> <p><i>Delete 'Highways Agency' from the first bullet point of part 4 of the policy.</i></p> <p><i>Add a new part 7 to the policy:</i></p> <p><b><u>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 the compliance with Policy ED1 'The Port and Maritime Zone' and Policy NH2 'Protection and enhancement of nature sites, priority habitats and species', proposals by Peel Ports to extend the existing rail lines within the Port of Liverpool at Seaforth to directly serve the new Liverpool2 container terminal will be supported.</u></b></p>
<b>MM46</b>	84	9.17	<p><i>Replace the final sentence with:</i></p> <p><u>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 improvement to the Port, as identified in the Road Investment Strategy, which will be delivered within the Local Plan period.</u></p>
<b>MM47</b>	86	9.33-9.34	<p><i>Add four new paragraphs after paragraph 9.33:</i></p> <p><u>9.33A 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:</u></p> <ul style="list-style-type: none"> <li>• <u>The proposed development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and</u></li> <li>• <u>Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have</u></li> </ul>

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			<p><u>been fully addressed and the proposal has their backing.</u></p> <p><u>9.33B 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.</u></p> <p><u>9.33C 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 Options 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 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 Options stage.</u></p> <p><u>9.33D 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 to determine such renewable energy applications in the light of the Framework, 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.</u></p> <p><i>Amend the final sentence of paragraph 9.34:</i> Any proposals will be assessed against the Framework and other policies within the Plan, <u>National Planning Practice Guidance and the Ministerial Written Statement of June 2015.</u></p>
<b>MM48</b>	87	Policy EQ1	<p><i>Amend the sixth bullet point as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Appropriately locating food and drink shops, hot food takeaways, drinking establishments, restaurants, cafes and other <u>non-food and drink uses which have health impacts</u>, having regard to other land uses in the local area</b></li> </ul>
<b>MM49</b>	90	Policy EQ3	<p><i>Amend policy EQ3 as follows:</i></p> <p><b>EQ3 ACCESSIBILITY</b></p> <p><b>In order to improve accessibility in Sefton, new development must adhere to the following principles:</b></p> <ul style="list-style-type: none"> <li>• <b>Be located and designed to encourage walking and cycling both within, to and from the site</b></li> <li>• <b>Where practical, be located in areas that are</b></li> </ul>

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			<p><b>accessible, or are capable of being made accessible, to bus stops and rail stations</b></p> <ul style="list-style-type: none"> <li>• <b>Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities</b></li> <li>• <b><u>Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met</u> <del>Consider the needs of all residents and users of services and buildings, including those with limited mobility</del></b></li> <li>• <b><u>Ensure existing pedestrian and cycle paths are protected and where possible enhanced</u></b></li> <li>• <b><u>Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and</u></b></li> <li>• <del><b>Consider the safety of pedestrians, cyclists and all road users, and</b></del></li> <li>• <b><u>Comply with the Council's parking standards. Have regard to the Council's parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.</u></b></li> </ul>
<b>MM50</b>	93	Policy EQ5	<p><i>Amend policy EQ5 as follows:</i>  <b>EQ5 AIR QUALITY</b></p> <p><b>1. Development proposals must demonstrate that they will not:</b></p> <ul style="list-style-type: none"> <li>• <b><u>Hinder the achievement of Air Quality Management Area (AQMA) objectives and the measures set out in an Air Quality Management Area Action Plan; or Result in a significant worsening of air pollution levels in an Air Quality Management Area or</u></b></li> <li>• <b>Hinder the revocation of an Air Quality Management Area by:</b> <ul style="list-style-type: none"> <li>○ <b>introducing significant new sources of air pollutants, or</b></li> <li>○ <b>Introducing new development whose users will be especially susceptible to air pollution, or</b></li> </ul> </li> <li>• <b>Lead to the declaration of an Air Quality Management Area; or</b></li> <li>• <b>Lead to a <u>significant material</u> decline in air quality.</b></li> </ul> <p><b>2. <u>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.</u></b></p>
<b>MM51</b>	93	10.37-10.38	<p><i>Amend paragraph 10.37 as follows:</i>  Development must not compromise Sefton's ability to meet national air quality targets, <u>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.</u></p> <p><i>Add two new paragraphs after paragraph 10.37:</i>  <b>10.37A</b> When assessing the level of the impact of</p>

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			<p><u>development proposals on air quality, relevant issues in relation to both parts of this policy are likely to include:</u></p> <ul style="list-style-type: none"> <li>• <u>The 'baseline' local air quality and the location of the development in relation to existing AQMAs or known air pollution sources or issues;</u></li> <li>• <u>Whether the proposed development could significantly change air quality during the construction and operational phases;</u></li> <li>• <u>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</u></li> <li>• <u>Other issues set out in local air quality plans or national Planning Policy Guidance (PPG).</u></li> </ul> <p><u>10.37B 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:</u></p> <ul style="list-style-type: none"> <li>• <u>Design and layout of development to increase separation distances from sources of air pollution;</u></li> <li>• <u>Provision of trees or other green infrastructure to absorb dust and other pollutants;</u></li> <li>• <u>Provision or promotion of infrastructure for means of travel which have a low impact on emissions, including low emissions vehicles;</u></li> <li>• <u>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</u></li> </ul> <p><u>Other examples set out in local air quality plans or national Planning Practice Guidance (PPG)'.</u></p> <p><i>Delete paragraph 10.38</i></p>
<b>MM52</b>	95	10.48-10.49	<p><i>Replace paragraph 10.48 with the following:</i></p> <p><u>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 the use of 'Allowable Solutions' changes in the future, the Council will encourage developments in Sefton which includes 'Allowable Solutions', and any 'Allowable Solutions' themselves, to be compatible with the Council's energy strategies and plans. These include the Sefton Sustainable Energy Action Plan (SEAP), the Liverpool City Region SEAP or the Sefton Home Energy Conservation Act Plan 2013.</u></p> <p><i>Delete paragraph 10.49</i></p>
<b>MM53</b>	96	Policy EQ8	<p><i>Amend policy EQ8 as follows:</i></p> <p><b>EQ8 MANAGING FLOOD RISK AND SURFACE WATER</b></p> <p><b><u>Flood risk generally</u></b></p> <p><b>1. Development must be located in areas at lowest risk</b></p>

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			<p><b><u>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 in accordance with national policy. Within the site, buildings must be located in the areas at lowest risk of flooding.</u></b></p> <p><b>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 flood risk.</b></p> <p><b><u>2A. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage.</u></b></p> <p><b><u>2B. 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.</u></b></p> <p><b><u>2C. 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.</u></b></p> <p><b><u>Surface water management</u></b></p> <p><b>3. 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. Site-specific Flood Risk Assessments will 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.</b></p> <p><b>4. Where reasonably practicable, development must incorporate sustainable drainage systems to manage surface water flooding run-off within the site, so that:</b></p> <p><b>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></p> <p><b>b) Surface water discharge is targeted using a sequential approach, and proposals to for the attenuated discharge of surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented:</b></p> <p><b>i. Into the ground (infiltration)</b></p> <p><b>ii. Into a watercourse or surface water body,</b></p>

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			<p>iii. Into a surface water sewer, or iv. Into a combined sewer.</p> <p>c) Above ground, natural drainage features rather than engineered or underground systems are used.</p> <p><b>5. <u>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.</u></b> <del>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.</del></p> <p><b>5A. <u>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.</u></b></p> <p><b>6. 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.</b></p>
<b>MM54</b>	97-98	10.57-10.60	<p><i>Add a new paragraph 10.57A after paragraph 10.57:</i> 10.57A Paragraph 103 of the Framework 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 Flood Zones 2 and 3), compensatory reductions in ground levels within the site must also be included. That is, where infilling of the flood plain or sustainable drainage systems is 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.</p> <p><i>Add a new paragraph 10.58A after paragraph 10.58:</i> 10.58A Part 2A 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. Paragraphs 10.60 to 10.61 are also particularly relevant in this context. Parts 2B and 2C are based on the recommendations in the 2013 Strategic Flood Risk Assessment, and need to make sure that development is safe.</p>



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			<p><i>Amend the first sentence of paragraph 10.59 as follows:</i>  <u>10.59 The Framework sets out the national requirements for site-specific Flood Risk Assessments. Part 3 sets out additional requirements.</u> Section 3 is 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.</p> <p><i>Replace paragraph 10.60 as follows:</i>  <u>10.60 Regarding sustainable drainage systems and parts 4, 5 and 5A of the policy, applicants should refer to national and local guidance on sustainable drainage systems (SuDS), and should set out the arrangements for 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 4, 5 and 5A may be difficult to achieve for some changes of use or extensions.</u></p> <p><i>Add a new paragraph 10.60A after paragraph 10.60:</i>  <u>10.60A The guidance includes the National Planning Practice Guidance, National Planning Practice Guidance, Ministerial Statement (December 2014) and Defra's Non-Statutory Technical Standards for Sustainable Drainage Systems (2015), and CIRIA's SuDS Manual.</u></p>
<b>MM55</b>	98	Policy EQ9	<p><i>Replace part 1 of policy EQ9 with:</i>  <b><u>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:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Proposals for 150 or more new-build homes</u></b></li> <li>• <b><u>Proposals for 11 to 149 new-build homes on sites which are more than 2 kilometres from a main park or Countryside Recreation Area</u></b></li> </ul> <p><i>Add a new part 1A to the policy:</i>  <b><u>1A. 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:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>The type and density of housing development and site size, or</u></b></li> <li>• <b><u>Proximity to existing main, neighbourhood and community parks, or</u></b></li> <li>• <b><u>Other site-specific factors.</u></b></li> </ul> <p><i>Amend part 3 of the policy:</i>  <b><u>3. Development proposals which includes new public open space must incorporate suitable arrangements for long-term management and maintenance of, and public access to, the new open space.</u></b></p>

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			<p><i>Amend part 5 of the policy:</i>  <b>5. Links to, or extensions of existing public rights of way, strategic paths or cycleways will be supported required where they improve the accessibility of an existing community or a development site.</b></p>
<b>MM56</b>	99	10.65-10.67	<p><i>Amend paragraph 10.65 as follows:</i>            10.65 Parts 1 Sections 1 and 1A2 of the policy aim to secure appropriate new public open space provision in relation to new housing development. <u>18 square metres per person, or 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 1A also apply to proposals for less than 150 homes which are part of phased development for a site of 150 or more new homes.</u></p> <p><i>Add a new paragraph after paragraph 10.65:</i>            10.65A <u>In part 1 the figure of 40 square metres per home is based on the findings of the Open Space and Recreation Study 2015. It does not include provision for new outdoor sports, which may need to be factored in once the Playing Pitch Strategy has been approved. 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 Recreation Study 2015. The Council considers that new open space must be at least 0.6 hectares in size, also based on this 2015 Study. While the type of public open space provided should take into account the criteria in part 1A, 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.</u></p> <p><i>Amend paragraph 10.66 as follows:</i>            10.66 <u>Part 1A of the policy recognises that there may be some circumstances where on-site provision of new public open space may not be appropriate. However, it is recognised that this is dependent on the type, (e.g. family homes, flats, care homes etc) and size (number of bedrooms) of new homes may be relevant, and that in some cases a lower standard of on-site or off-site provision may be more appropriate. It is also recognised that with higher density housing schemes, on-site provision of new open space a lower level of open space provision may be acceptable where the application of the open space standards would prejudice the delivery of an otherwise acceptable scheme. The type of public open space provided should take into account the needs of future residents of the development, site-specific factors and existing local provision including shortfalls identified in 2015 Sefton Recreation and Open Space study or strategy. New public open space should be provided to a high design quality and where appropriate and practicable should provide other green infrastructure benefits, such as flood or water storage areas or new habitats. There may be situations where the Council and</u></p>

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			<p><u>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.</u></p> <p><i>Delete paragraph 10.67 and replace with the following:</i>  <u>10.67 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 in the Open Space and Recreation Study 2015, 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 Framework, other legal agreements, or other appropriate delivery mechanisms.</u></p>
<b>MM57</b>	101	Policy EQ10	<p><i>Amend part 1 and replace part 2 of policy EQ10 as follows:</i></p> <p><b>EQ10 FOOD AND DRINK</b></p> <p><b>1. Proposals for food and drink uses <del>in the town, district and local centres</del> will only be permitted where they are located so as to meet all of the following criteria:</b></p> <ul style="list-style-type: none"> <li>• They would not cause significant harm to local amenity</li> <li>• They would not result in unacceptable groupings of similar uses where they would harm the character of the area, <u>the vitality and viability of a centre or shopping parade</u> or harm public health, and</li> <li>• Any external ventilation and extractor systems do not:             <ol style="list-style-type: none"> <li>a. Significantly harm the external appearance of the building or the street scene</li> <li>b. Harm the residential amenity of neighbouring properties through noise or odours.</li> </ol> </li> </ul> <p><b>2. <u>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:</u></b></p> <ul style="list-style-type: none"> <li>• <u>It is located within a designated town, district or local centre; or</u></li> <li>• <u>The premises are not open until after 1700 hours.</u></li> </ul> <p><b><del>Proposals for food and drink uses in or adjacent to Primarily Residential Areas and/or close to school and educational establishments will not be permitted where they cause significant harm to living conditions for local people, encourage unhealthy lifestyle choices in local people or harm the residential character of the local area.</del></b></p>
<b>MM58</b>	101	10.78-	<i>Amend paragraph 10.78 as follows:</i>

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		10.79	<p><del>Food and drink uses have the potential to have particular impacts upon the visual and residential amenity of an area and to the health of local communities. They may be acceptable within the Primarily Residential Area, if they do not harm residential amenity. this</del></p> <p>10.78 <del>Part 1</del> of this policy specifically refers to food and drink uses as covered by classes A3-A5 of the Use Classes Order, that is, restaurants and cafes, drinking establishments and hot food takeaways. Part two 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.</p> <p><i>Amend paragraph 10.79 as follows :</i></p> <p><u>10.79 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.</u></p> <p><i>Add new paragraph 10.79A after paragraph 10.79:</i></p> <p><u>10.79A 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 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 can contribute towards reducing rates of obesity.</u></p>
<b>MM59</b>	103	Policy NH1	<p><i>Amend policy NH1 as follows:</i></p> <p><b>NH1 ENVIRONMENTAL-NATURAL ASSETS</b></p> <p><b>1. Sefton's natural and heritage 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.</b></p> <p><b>2. A hierarchical approach will be taken to the protection and enhancement of Sefton's natural and heritage assets, according to their designation and significance.</b></p> <p><b>3. Development should <u>seek to protect and manage Sefton's natural assets (including natural habitats, sites and Ecological Network and green infrastructure)</u>. Where possible, development should:</b></p> <ul style="list-style-type: none"> <li>• <b>Maintain, restore, enhance or extend these natural assets; and</b></li> <li>• <b>Create new habitats and green infrastructure, and</b></li> <li>• <b>Secure their long-term management of these natural assets.</b></li> </ul>

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			<p><b><u>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.</u></b></p> <p><b>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.</b></p> <p><del><b>4. Sefton's heritage assets should be protected from losses and harmful changes to their fabric and features or in their settings. Development should:</b></del></p> <ul style="list-style-type: none"> <li><del>• Secure the long term future of the heritage asset</del></li> <li><del>• Be designed to avoid harm</del></li> <li><del>• Be of a high quality design which is sympathetic to the historic context of the heritage assets affected</del></li> <li><del>• 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</del></li> <li><del>• Where losses are unavoidable, recording, analysis and reporting must be undertaken where appropriate.</del></li> </ul>
<b>MM60</b>	104	11.5-11.8	<p><i>Add the following new paragraphs after paragraph 11.5:</i></p> <p><u>11.5A 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 Framework recognises that pursuing 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 Framework. 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.</u></p> <p><u>11.5B 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.</u></p> <p><u>11.5C The key priorities for nature and geology in the City Region are:</u></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>• 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</u></p> <p><u>• 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.</u></p> <p><u>11.5D 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.</u></p> <p><i>Delete paragraph 11.7 and replace with the following:</i></p> <p><u>11.7 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 with neighbouring areas through Nature Connected, the Government-recognised Local Nature Partnership, have enabled wider connections beyond the City Region to be made.</u></p> <p><i>Add a new paragraph 11.7A after paragraph 11.7:</i></p> <p><u>11.7A 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 <a href="http://www.meas.org.uk/1263">www.meas.org.uk/1263</a> for more information.</u></p> <p><i>Delete paragraph 11.8 and replace with the following:</i></p> <p><u>11.8 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.</u></p>
<b>MM61</b>	114	11.54	<p><i>Delete paragraph 11.54 and replace with the following:</i></p> <p><u>11.54 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</u></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>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 such that they are capable of accommodating much greater usage, for example through the provision of artificial '3G' playing pitches for sports use. Policy EQ9 'Provision of public open space, strategic paths and trees in development' sets out the current basis for judging appropriate provision of public open space in new housing development.</u></p>
<b>MM62</b>	116	Policy NH8	<p><i>Amend part 1 of policy NH8 as follows:</i></p> <p><b>1. To minimise the need for minerals extraction, the use of recycled, secondary and substitute materials will be encouraged. <u>Mineral Safeguarding Areas have been defined for deposits of sub-alluvial sand and windblown silica sand (The Shirdley Hill Formation). Mineral resources found to be present on sites intended for development will be expected to be extracted for beneficial use prior to development taking place, unless special circumstances can be demonstrated that justify proceeding without prior extraction.</u></b></p> <p><b><u>Within Mineral Safeguarding Areas, as shown on the Policies Map, proposals for development will not be permitted unless:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>It is compatible with safeguarding the mineral; or</u></b></li> <li>• <b><u>the applicant can demonstrate that the mineral concerned is no longer of any value or potential value; or</u></b></li> <li>• <b><u>the mineral can be extracted satisfactorily prior to the development taking place; or</u></b></li> <li>• <b><u>the development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction; or</u></b></li> <li>• <b><u>there is an overriding need for the development; or</u></b></li> <li>• <b><u>the development is included on the list of exempt developments in figure 11.2A</u></b></li> </ul> <p><i>Delete part 2 of policy NH8 and replace with the following:</i></p> <p><b><del>The Port of Liverpool and strategic rail freight links suitable for the movement of minerals will be safeguarded from inappropriate development. Proposals for non-mineral related development that may threaten the functioning of the wharfrage of the Port of Liverpool, transport links or other infrastructure through which minerals are landed, processed (including secondary and recycled materials) and transshipped, will only be permitted where it can be demonstrated that:</del></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b><del>The infrastructure is not required for mineral purposes, and is unlikely to be so in the future, or</del></b></li> <li><input type="checkbox"/> <b><del>There is an overriding case for development taking place, or</del></b></li> </ul>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><del>□ Equivalent alternative infrastructure capacity exists which is able to meet commercial needs.</del></p> <p><b><u>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:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and</u></b></li> <li>• <b><u>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.</u></b></li> </ul> <p><i>Amend the second bullet of part 4 of policy NH8 as follows:</i></p> <ul style="list-style-type: none"> <li>• <b><u>Air and water quality</u></b></li> </ul> <p><i>Add a new part 5 to policy NH8 as follows:</i></p> <p><b><u>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.</u></b></p>
<b>MM63</b>	117	11.63-11.68	<p><i>Delete paragraph 11.63 and replace with the following:</i></p> <p><u>11.63 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.</u></p> <p><i>Insert two new paragraphs and a new figure 11.2A after paragraph 11.63:</i></p> <p><u>11.63A 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</u></p>



Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>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 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 11.2A, will be required to include a Minerals Assessment setting out how it complies with part 1 of the policy. The Minerals 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 minerals assessments.</u></p> <p><u>11.63B 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.</u></p> <p><b><u>Figure 11.2A Development Types that do not require a Minerals Assessment</u></b></p> <ul style="list-style-type: none"> <li>• <u>Applications for less than 10 new homes [or if the number of homes isn't known sites less than 0.5 hectare];</u></li> <li>• <u>Applications for non-residential development where the floor space to be created by the development is less than 1,000 square metres;</u></li> <li>• <u>Applications for non-residential development on a site having an area of less than 1 hectare;</u></li> <li>• <u>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;</u></li> <li>• <u>Applications for advertisement consent;</u></li> <li>• <u>Applications for reserved matters including subsequent applications after outline consent has been granted;</u></li> <li>• <u>Prior notifications (telecoms, forestry, agriculture, demolition);</u></li> <li>• <u>Certificates of Lawfulness of Existing Use or Development (CLEUD) and Certificates of Lawfulness of Proposed Use or Development (CLOPUD);</u></li> <li>• <u>Applications for works to trees;</u></li> <li>• <u>Applications for temporary planning permission.</u></li> </ul>

Ref.	Page	Policy/ Paragraph	Main Modification
			<i>Delete paragraphs 11.65 and 11.68</i>
<b>MM64</b>	120	Policy NH9A	<p>Insert a new policy and explanatory text:  <b><u>NH9A HERITAGE ASSETS</u></b></p> <p><b><u>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.</u></b></p> <p><b><u>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.</u></b></p> <p><b><u>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;</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>The verandahs throughout Southport, particularly in Lord Street, which add considerably to its local distinctiveness.</u></b></li> <li>• <b><u>The historic centre, resort and traditional seafront of Southport including the conservation areas of Lord Street and Promenade, and their settings.</u></b></li> <li>• <b><u>The spacious planned character of Victorian and Edwardian suburban conservation areas such as those in Birkdale, Blundellsands, Christ Church, Moor Park and Waterloo Park.</u></b></li> <li>• <b><u>Country estates, their countryside settings and associated villages including Ince Blundell Hall, Crosby Hall and North Meols Hall.</u></b></li> <li>• <b><u>The dispersed layout and simple rural character of village conservation areas such as Lunt, Homer Green and Sefton village.</u></b></li> <li>• <b><u>The open and flat ditched former wetland landscapes.</u></b></li> <li>• <b><u>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;</u></b></li> <li>• <b><u>The 18th century Leeds and Liverpool Canal, associated historic features and its setting.</u></b></li> <li>• <b><u>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.</u></b></li> <li>• <b><u>Important archaeological sites such as village and wayside crosses, moated sites, Lunt Meadows and St Catherine's Chapel;</u></b></li> </ul> <p><b><u>4. Designated heritage which is 'at risk' will be a</u></b></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b><u>priority for action. Opportunities to secure enhancements to safeguard and sustain these assets will be expected to be taken.</u></b></p> <p><b>5. <u>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:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Secure the long-term future of the heritage asset</u></b></li> <li>• <b><u>Be designed to avoid harm</u></b></li> <li>• <b><u>Be of a high quality design which is sympathetic to the historic context of the heritage assets affected</u></b></li> <li>• <b><u>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</u></b></li> </ul> <p><b><u>Where losses are unavoidable, a thorough analysis and recording of the asset should be undertaken.</u></b></p> <p><b><u>Key policy links and objectives:</u></b></p> <ul style="list-style-type: none"> <li>• <u>Other policies in this chapter</u></li> </ul> <p><b><u>Explanation</u></b></p> <p><u>11.76A 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.</u></p> <p><u>11.76B 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 NH9-NH14 at the end of this chapter.</u></p> <p><u>11.76C 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.</u></p> <p><u>11.76D 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.</u></p> <p><u>11.76E 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.</u></p> <p><u>11.76F 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:</u></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• <u>An overview of the benefits that Sefton's heritage brings</u></li> <li>• <u>The features which contribute to Sefton's towns and villages</u></li> <li>• <u>Action Plans for heritage which is at risk, or vulnerable of becoming so, including identifying opportunities for enhancement</u></li> <li>• <u>Management proposals for these and for Sefton's conservation areas which will provide more detailed guidance, and</u></li> <li>• <u>Identifying opportunities for funding to help enhance heritage assets and their settings.</u></li> </ul> <p><u>11.76G 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.</u></p>
<b>MM65</b>	120	Policy NH9	<p><i>Amend policy NH9 as follows:</i></p> <p><b>NH9 DEMOLITION OR SUBSTANTIAL HARM TO DESIGNATED HERITAGE ASSETS</b></p> <p><b>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.</b></p>
<b>MM66</b>	121	Policy NH10	<p><i>Amend policy NH10 as follows:</i></p> <p><b>NH10 WORKS AFFECTING LISTED BUILDINGS</b></p> <p><b><u>1. Works affecting a Listed Building or its setting will only be permitted where:</u></b></p> <ol style="list-style-type: none"> <li>a) Any alterations preserve the historic fabric and features of the building and/or its setting which <u>contribute to its significance</u><del>are important to it.</del></li> <li>b) Any new additions are well designed and respect the special architectural or historic interest of the building.</li> <li>c) New development <del>affecting</del> <u>affecting</u> the building's setting respects and conserves historic and positive existing relationships between the listed building and its surroundings.</li> <li>d) Development does not undermine the long term economic viability of the listed building or otherwise harm options for its long term maintenance.</li> </ol> <p><b><u>2. Opportunities should be taken to enhance the significance of a listed building or its setting</u></b></p> <p><b><u>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.</u></b></p>
<b>MM67</b>	123	Policy NH11	<p><i>Amend policy NH11 as follows:</i></p> <p><b>NH11 DEVELOPMENT AFFECTING CONSERVATION AREAS</b></p> <p><b>1. Development within conservation areas or affecting their setting will only be permitted where the proposal is of</b></p>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b>high quality design and preserves or enhances the character or appearance of the conservation area or its setting. <del>Development must ensure that: Changes of use within conservation areas should retain the mix of uses which are characteristic of the area.</del></b></p> <ul style="list-style-type: none"> <li>a) <u>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</u></li> <li>b) <u>Extensions, alterations or additions respect the layout and historic pattern of development in the conservation area affected</u></li> <li>c) <u>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), and</u></li> <li>d) <u>The character of historic boundary treatments, patterns of trees and planting in the conservation area are retained and enhanced.</u></li> <li>e) <u>Changes of use within conservation areas generally retain the mix of uses which are characteristic of the area.</u></li> </ul> <p><b>2. <del>Development which affects-harms</del> features-elements which <u>make a positive contribution to positively contribute to</u> the significance of a conservation area or its setting will <del>only-not</del> be permitted where, <u>unless it can be demonstrated that public benefits outweigh the harm.</u></b></p> <ul style="list-style-type: none"> <li>f) <del>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</del></li> <li>g) <del>Extensions, alterations or additions respect the layout and historic pattern of development in the conservation area affected</del></li> <li>h) <del>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), and</del></li> <li>i) <del>The character of historic boundary treatments, patterns of trees and planting in the conservation area are retained and enhanced.</del></li> </ul> <p><b>3. <u>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, which affects sites or features which do not contribute positively to the character or appearance of the conservation area, must enhance the site or conservation area.</u></b></p>
<b>MM68</b>	124	Policy NH12	<i>Amend part 1 of policy NH12 as follows and add a new part 3:</i>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><b>1. Development within a Registered Historic Park or Garden or affecting its setting <del>will only be permitted where the development must</del> relates well to the elements which <u>contribute to significant features of the significance of the historic park or garden</u>, and <u>is be</u> of high quality design, which conserves and enhances <del>is sympathetic to</del> the special interest and function of the site.</b></p> <p><b><u>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.</u></b></p>
<b>MM69</b>	125	Policy NH13	<p><i>Amend policy NH13 as follows:</i></p> <p><b>NH13 DEVELOPMENT AFFECTING ARCHAEOLOGY AND SCHEDULED MONUMENTS <u>AND NON DESIGNATED ARCHAEOLOGY</u></b></p> <p><b>1. Development affecting, or within the setting of, Scheduled Monuments or nationally important archaeological sites will only be permitted where the development does not <del>detract from the importance of the site</del> <u>harm their significance or setting, unless it can be demonstrated that the development is necessary to deliver public benefits which outweigh the harm.</u> Historically significant relationships between features within the site and between the site and its surroundings must be retained.</b></p> <p><b>2. <del>Where Development</del> development which harms the archaeological interest of <del>buildings, and development on or within the setting of</del> <u>designated or non-designated archaeological 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:</u></b></p> <p><b>a) the nature and value of the archaeology is well understood</b></p> <p><b>b) the development has been designed to minimise harm to the archaeology, and</b></p> <p><b>c) provision is made for recording, reporting and interpretation where appropriate.</b></p>
<b>MM70</b>	126	11.109	<p><i>Add a new sentence to the end of paragraph 11.109:</i></p> <p><u>A balanced judgement will therefore be required to establish the scale of harm or loss against the significance of the heritage asset.</u></p>
<b>MM71</b>	139	Appendix 1	<p><i>Amend the first requirement and add new requirements as follows:</i></p> <p><b>MN2.6 Land south of Dobbies Garden Centre, Southport</b></p> <ul style="list-style-type: none"> <li>• <u>take all vehicular access from Benthams Way; and unless other equally or more appropriate vehicular access is agreed by the Council;</u></li> <li>• <u>provide new public open space, flood water storage, and habitat creation on the adjacent land designated as 'Proposed</u></li> </ul>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>Open Space;</u></p> <ul style="list-style-type: none"> <li>• <u>meet the requirements of policy NH2, notably in relation to water voles and invasive species;</u></li> <li>• <u>make an appropriate financial contribution towards the provision of a new school playing field for the Birkdale Primary School; and</u></li> </ul>
<b>MM72</b>	139	Appendix 1	<p><i>Insert new requirements as follows:</i>  <b><u>MN2.8 Former Ainsdale Hope School, Ainsdale</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>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;</u></li> <li>• <u>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</u></li> <li>• <u>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.</u></li> </ul>
<b>MM73</b>	139	Appendix 1	<p><i>Insert new requirements as follows:</i>  <b><u>MN2.9 Former St John Stone School, Meadow Lane, Ainsdale</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;</u></li> <li>• <u>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.</u></li> </ul>
<b>MM74</b>	139	Appendix 1	<p><i>Insert new requirements as follows:</i>  <b><u>MN2.11 Land south of Moor Lane, Ainsdale</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;</u></li> <li>• <u>preserve the setting of the Grade II listed Formby House Farmhouse.</u></li> </ul>
<b>MM75</b>	139	Appendix 1	<p><i>Insert a new requirement as follows:</i>  <b><u>MN2.14 Former Holy Trinity School, Lonsdale Road, Formby</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>be developed for older persons housing / accommodation (reserved for residents aged 55 and over)</u></li> </ul>
<b>MM76</b>	139	Appendix 1	<p><i>Insert new requirements as follows:</i>  <b><u>MN2.14A Land at Shorrocks Hill, Lifeboat Road, Formby</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>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</u></li> </ul>

Ref.	Page	Policy/ Paragraph	Main Modification
			<p><u>SAC and address any likely significant effects upon these habitats as a result of the individual project alone;</u></p> <ul style="list-style-type: none"> <li>• <u>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;</u></li> <li>• <u>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;</u></li> <li>• <u>extend the existing Formby no. 52 Bridleway through the woodland area from Lifeboat Road to Alexandra Road;</u></li> <li>• <u>provide a new 100 space public car park in the northern part of the allocation; and</u></li> <li>• <u>provide a new public toilet block adjacent to the car park and secure its long term management.</u></li> </ul>
<b>MM77</b>	139	Appendix 1	<p><i>Insert a new requirement as follows:</i></p> <p><b><u>MN2.15 Formby Professional Development Centre, Park Road, Formby</u></b></p> <ul style="list-style-type: none"> <li>• <u>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.</u></li> </ul>
<b>MM78</b>	139	Appendix 1	<p><i>Amend the requirements as follows:</i></p> <p><b><u>MN2.16 Land at Liverpool Road, Formby</u></b></p> <p><u>Proposals for development on Land at Liverpool Road, Formby 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 application is submitted. Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>preserve the setting of grade II listed Loveladys Farmhouse and adjacent buildings by leaving the far west of the site (south of the existing gymnasium) open; and</u></li> <li>• <u>be served by a single point of access onto Liverpool Road; and</u></li> <li>• <u>identify opportunities to reduce flood risk elsewhere through a site Flood Risk Assessment, and implement any appropriate solutions.</u></li> </ul>
<b>MM79</b>	140	Appendix 1	<p><i>Insert new requirements as follows:</i></p> <p><b><u>MN2.23 Land at Southport Old Road, Thornton</u></b></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;</u></li> <li>• <u>provide a proportional financial contribution towards the implementation of the A565 Route Management Strategy (Thornton to Crosby section);</u></li> </ul>
<b>MM80</b>	140	Appendix 1	<p><i>Insert new requirements as follows:</i></p> <p><b><u>MN2.24 Land at Holgate, Thornton</u></b></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;</u></li> <li>• <u>provide a proportional financial contribution towards the implementation of the A565 Route Management Strategy (Thornton to Crosby section);</u></li> </ul>



Ref.	Page	Policy/ Paragraph	Main Modification
<b>MM81</b>	140	Appendix 1	<p><i>Insert new requirements as follows:</i>  <b><u>MN2.30 Land East of Waddicar Lane, Melling</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment; and</u></li> <li>• <u>identify opportunities to reduce flood risk elsewhere through a site Flood Risk Assessment, and implement any appropriate solutions.</u></li> </ul>
<b>MM82</b>	140	Appendix 1	<p><i>Insert new requirements as follows:</i>  <b><u>MN2.31 Wadacre Farm, Chapel Lane, Melling</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment; and</u></li> <li>• <u>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.</u></li> </ul>
<b>MM83</b>	140	Appendix 1	<p><i>Insert a new requirement as follows:</i>  <b><u>MN2.36 Former St Raymond's School playing field, Harrops Croft, Netherton</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>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.</u></li> </ul>
<b>MM84</b>	140	Appendix 1	<p><i>Insert a new requirement as follows:</i>  <b><u>MN2.39 Former Daleacre School, Daleacre Drive, Netherton</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>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.</u></li> </ul>
<b>MM85</b>	140	Appendix 1	<p><i>Amend requirements as follows:</i>  <b><u>MN2.41 Former St Wilfrid's School, Orrell Road, Bootle</u></b>  <u>Development of this site must:</u></p> <ul style="list-style-type: none"> <li>• <u>ensure that sufficient information is provided with the planning application to enable the Council to make a Habitats Regulations Assessment;</u></li> <li>• <u>provide pedestrian and cyclist links between Orrell Road and Hawthorne Road to improve accessibility to the adjacent supermarket; and</u></li> <li>• <u>take vehicular access from the existing signal controlled junction on Hawthorne Road that serves the adjacent supermarket; and</u></li> <li>• <u>retain and improve the disused football pitches within the site and bring them back into use.</u></li> </ul>
<b>MM86</b>	140	Appendix 1	<p><i>Insert a new requirement as follows:</i>  <b><u>MN2.45 Former St Mary's Primary School playing fields, Waverley Street, Bootle</u></b></p>

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Ref.	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>MM87</b>	145	Appendix 3	Replace the Monitoring Framework to set out the implications of not meeting targets (Appended to end of Schedule)
<b>MM88</b>	147	Appendix 5	Appendix 5 has been added 'List of saved Unitary Development Plan policies to be replaced by Local Plan policies' (Appended to end of Schedule)

### 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	1	1	1	1	1	2	2	2	2	6	7
				2	4	5	6	9	0	1	2	3	1	1

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	2	2	2	2	3	6	6	6	7
		4	5	6	7	1	2	3	4	1

To promote **economic growth, tourism** and **jobs creation** and support new and existing businesses

3	5	6	7	1	1	1	1	1	5	5
				3	5	6	7	8	7	8

To **meet** the diverse **needs** for homes, jobs, services and facilities, **as close to where they arise as possible**

1	2	2	2	2	2	3	3	3	3	3	3	3	5	5	6	6	
		4	5	6	8	9	0	1	3	4	5	6	7	7	8	2	3

To help Sefton's **town, district and local centres** to diversify and thrive

1	1	1	2	2	2	2	5	6
2	5	9	0	1	2	3	9	0

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**

3	4	4	4	4	4	5	5	5	6	6
8	0	1	2	6	7	7	8	9	0	5

To protect and enhance Sefton's **natural and heritage assets**

8	9	3	4	4	4	4	4	4	4	5	5	5	5	5	5	7	7	7	7	7
		2	3	4	5	6	7	8	9	0	2	3	4	5	6	0	2	3	4	5

To achieve high quality **design** and a **healthy** environment

8	9	3	4	4	4	4	4	4	4	5	5	5	5	5	5	6	6	7	7	7	7
		2	3	4	5	6	7	8	9	0	2	3	4	5	6	6	9	2	4	5	6

To respond to the challenge of **climate change**, encouraging best use of **resources and assets**

8	9	3	4	4	4	4	5	5	5	6	6	7	7	7	7	7	7	7	7	7	
		2	3	4	5	9	0	1	2	7	8	1	2	3	4	5	6				

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 <sup>1</sup> years by 1 <sup>st</sup> April 2017 and beyond	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]	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. 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 <sup>2</sup>	Undertake call for sites process. Review of the Local Plan
	4. Employment land lost to non-employment uses	Not available	No loss	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.

<sup>1</sup> Five years plus 20% as per paragraph 47 of NPPF

<sup>2</sup> 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]

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	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 <sup>3</sup> ]	Undertake call for sites process. Review of the Local Plan.
	6. Floorspace [m <sup>2</sup> ] developed for employment [by type (B1, B2, B8)/location]	1,278m <sup>2</sup> 270m <sup>2</sup> [B1A - office] 1008m <sup>2</sup> [B8 - storage/distribution] [2015]	Increase	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.
	7. Number of jobs [full time equivalent] created on employment sites	Not available	Increase	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	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	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	Work with Strategic Transport Team, LEP and Highways England to determine issues restricting progress.

<sup>3</sup> 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]

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
			determined by the Highways Agency at a later stage. The Monitoring Framework will be updated to reflect this at the appropriate time.	
ED2	12. Number and % of approved retail/leisure/other town centre uses development in <ul style="list-style-type: none"> <li>designated centres (Primary Shopping Areas)</li> <li>edge of centre</li> <li>retail parks</li> <li>elsewhere</li> </ul>	9,469m <sup>2</sup> [528m <sup>2</sup> (5.6%) in town centre, 7,168m <sup>2</sup> (75.7%) in edge of centre, 1,773m <sup>2</sup> (18.7%) out of centre] A1-5 [shops and services] - 4,577m <sup>2</sup> B1a [office] - 270m <sup>2</sup> D2 [Leisure] - 1,858m <sup>2</sup> [2014-15]	Increase in approvals in designated centres. Decrease in number of approvals for retail/leisure/other centre uses approved outside designated centres.	Review implementation of sequential test. Work with colleagues to review the regeneration strategies for Central Southport, Crosby and Maghull to review potential issues restricting investment in Sefton's tourism areas. 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	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	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	No data/not	Increase in uses listed in policy	Review implementation of policy. Undertake an audit of the sites

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	Central Area by type	available		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 Southport Central Area. 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	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.
ED8B	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	No inappropriate approvals  Increase in uses listed in part 2 of policy	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.
ED9	19. Approvals in Crosby Centre by type  20. Total units in Crosby Centre  21. Total floorspace in Crosby Centre  22. Reduction in	No data/ not available  117 [2015]  18,563m <sup>2</sup> [2015]  12 units	Increase in 'town centre' approvals  Increase  Increase  Decrease	Review implementation of policy. Undertake an audit of the sites available in the Crosby Centre Area and assess potential for development. Contact landowners to determine intentions/expectations. Work with Economic Development colleagues and partners to determine potential issues restricting investment in Crosby Centre.

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	vacancies in Crosby Centre  23. Number of National Retailers in Crosby Centre <sup>4</sup>	[10.3%] 1,269m <sup>2</sup> [6.8%] [2015]  29 [2015]	Increase	Consider Area Action Plan to set out more specific guidance on how development in Crosby Centre will be managed.
HC1	24. Number of affordable housing completions [by type (social rented, affordable rented, intermediate, through section 106) and location]	111 [2014/5]	200 <sup>5</sup> by 2018/19 Annual increase	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	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. Be more flexible on the split between social rented and other types of affordable homes.
HC2	26. In developments of 15 homes of more the number and % of homes with: <ul style="list-style-type: none"> <li>• 1 or 2 bedrooms</li> <li>• 3 bedrooms</li> <li>• 4 bedrooms or more</li> </ul>	No data	Minimum of 25% 1 or 2 bedrooms  Minimum of 40% 3 bedroom  Maximum 35% 4 or more bedrooms	Review implementation of policy. Review viability implications of policy. Consider Supplementary Planning Document to provide additional guidance to developers for meeting the policy requirement.
	27. Approvals of older persons housing by type, tenure and settlement [inc extra care, sheltered accommodation,	No data/ not available	100 units per year	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

<sup>4</sup> Town and District Centre Health checks are likely to be undertaken every 3 to 5 years so indicators 'b' to 'e' are unlikely to be monitored annually.

<sup>5</sup> This is based on the total anticipated Local Plan Affordable Housing Delivery as set out at Appendix 2 of the Housing Technical Paper.



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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	nursing homes etc]			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%	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]	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	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)	Review implementation of policy. Review Supplementary Planning Document to provide additional guidance to developers.
HC4	33. Applications for conversions to HMOs and the proportions refused/approved (with some explanatory text)  34. Total number of HMOs in Sefton and by ward	No data/ not available	No specific target for these two indicators but 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.	Review implementation of policy and existing Supplementary Planning Document. 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 <sup>st</sup> April 2017	Contact landowners of allocated traveller sites to determine any causes of planning applications being delayed.

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
				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	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 proportions refused/approved (with some explanatory text)	No data	No inappropriate approvals	
HC7	39. Approvals in Sites of Education and Care Institutions and % inappropriate	No data	No inappropriate approvals	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	Work with transport colleagues to determine potential issues restricting investment in transport schemes. Look at potential funding sources

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
			progress.	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	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	Review implementation of policy. Liaise with contaminated land colleagues to assess whether advice on contamination is being correctly used 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.	Review implementation of policy. Liaise with drainage colleagues to assess whether advice on flood risk/drainage is being correctly used in planning decisions. Consider Supplementary Planning Document to set out more specific guidance on implementation of 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"> <li>schemes of 150 or more dwellings</li> <li>Proposals for 11 to 149 dwellings on sites which are more than 2km from a main parks or Countryside Recreation Areas'</li> </ul>	No data	40m <sup>2</sup> per home	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	No data/ not available	No target but commentary on reasons why off-site contributions	

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	improve existing public open space		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	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 Local nature sites and % inappropriate	No data/ not available	No inappropriate approvals	Review implementation of policy and Supplementary Planning Document. 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	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	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	Review implementation of policy. Consider Supplementary Planning Document to set out more specific guidance on implementation of policy.
NH9-14	54. % of Listed Buildings	Not available	10-20% of Listed Buildings	Review resources and priorities within Conservation Team.

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Policy	Indicator	Baseline	Target or direction of travel	Action undertaken if not met
	surveyed per year			
	55. Conservation Area Appraisals adopted	13/25 [2015]	Increase	
	56. Conservation Area Management Plans adopted	0/25 [2015]	Increase	

**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 <sup>th</sup> Southport 96 <sup>th</sup> [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 2.6% Bicycle 1.3% Taxi 0.7% Other 0.5% Motorcycle	Increase those using public transport and sustainable modes

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		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 <sub>2</sub> 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]	Decrease
		Nitrogen dioxide: Waterloo Primary School 33.7µg/m <sup>3</sup> - Princess Way, Seaforth 44.1 µg/m <sup>3</sup> [2015]	Decrease
		Oxides of Nitrogen: Waterloo Primary School 41.7ppb - Princess Way, Seaforth 72.2ppb [2015]	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	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 5 LIST OF SAVED UNITARY DEVELOPMENT PLAN POLICIES TO BE REPLACED BY LOCAL PLAN POLICIES**

<b>Unitary Development Plan Policy (2006)</b>	<b>Superseding Local Plan Policy/ies (2016)</b>
<b>CS1</b> Development and Regeneration	<b>SD1</b> Presumption in favour of sustainable development <b>SD2</b> Principles of sustainable development
<b>CS2</b> Restraint on development and protection of environmental assets	<b>SD1</b> Presumption in favour of sustainable development <b>SD2</b> Principles of sustainable development <b>NH1</b> Natural Assets <b>NH9A</b> Heritage Assets
<b>CS3</b> Development principles	<b>SD1</b> Presumption in favour of sustainable Development <b>SD2</b> Principles of sustainable development <b>EQ1</b> Planning for a healthy Sefton
<b>UP1</b> Development in Urban Priority Areas	<b>SD2</b> Principles of sustainable development
<b>EDT1</b> Strategic Employment Locations	<b>MN2</b> Housing, Employment , and Mixed Use Allocations
<b>EDT2</b> Provision of Employment Land	<b>MN2</b> Housing, Employment , and Mixed Use Allocations
<b>EDT3</b> Strategic Employment Sites in the Dunnings Bridge Corridor	<b>ED6</b> Regeneration Areas <b>MN2.47</b> Dunnings Bridge Road Corridor, Netherton
<b>EDT4</b> Southport Commerce Park	<b>MN2.50</b> Southport Business Park
<b>EDT5</b> Primarily Industrial Areas	<b>ED3</b> Existing Employment Areas
<b>EDT6</b> Development Sites within Primarily Industrial Areas	<b>ED3</b> Existing Employment Areas <b>MN2</b> Housing, Employment , and Mixed Use
<b>EDT8</b> Business and Industrial Development Outside Primarily Industrial Areas	<b>ED3</b> Existing Employment Areas
<b>EDT9</b> The Port and Maritime Zone	<b>ED1</b> The Port and Maritime Zone
<b>EDT10</b> Bootle Central Area – Development Principles	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres <b>ED4</b> Mixed Use Areas <b>ED6</b> Regeneration Areas
<b>EDT11</b> Development in the Bootle Office Quarter	<b>ED6</b> Regeneration Areas
<b>EDT12</b> Bootle Central Area Opportunity Sites	<b>ED6</b> Regeneration Areas
<b>EDT13</b> Southport Central Area – Development Principles	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres <b>ED5</b> Tourism <b>ED6</b> Regeneration Areas <b>ED7</b> Southport Central Area
<b>EDT14</b> Southport Resort Area	<b>ED5</b> Tourism
<b>EDT15</b> Southport Seafront Area	<b>ED5</b> Tourism <b>ED8</b> Southport Seafront <b>ED8A</b> Marine Park
<b>EDT16</b> Mixed Use Areas	<b>ED4</b> Mixed Use Areas

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
<b>EDT17</b> Employment Opportunity Sites	<b>ED6</b> Regeneration Areas <b>MN2.34</b> Aintree Curve Site, Ridgewood Way, Netherton <b>MN2.43</b> Peoples site, Linacre Lane, Bootle
<b>EDT18</b> Retention of Local Employment	<b>ED3</b> Existing Employment Areas
<b>H1</b> Housing Requirement	<i>Not Saved</i> (equivalent Local Plan Policy <b>MN1</b> Housing and employment Requirement)
<b>H2</b> Requirement for Affordable, Special Needs and Key Worker Housing	<b>HC1</b> Affordable and special needs housing (and accompanying Affordable, Special Needs and Older People's Housing SPD)
<b>H3</b> Housing Land Supply	<b>MN2</b> Housing, Employment , and Mixed Use Allocations
<b>H4</b> Land at Town Lane, Southport	<i>Site has planning permission</i> <b>HC3</b> Residential development and development in Primarily Residential Areas
<b>H5</b> Land to the west of Southport and Formby District General Hospital	<b>HC3</b> Residential development and development in Primarily Residential Areas <b>HC7</b> Education and Care Institutions in the Urban Area <b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>H6</b> Opportunity Sites	<b>ED6</b> Regeneration Areas <b>MN2.34</b> Aintree Curve Site, Ridgewood Way, Netherton <b>MN2.43</b> Peoples site, Linacre Lane, Bootle <i>Other sites developed</i>
<b>H7</b> Housing Renewal, Clearance and Regeneration	<b>ED6</b> Regeneration Areas
<b>H8</b> Redevelopment within the Pathfinder Area	<b>ED4</b> Mixed Use Areas <b>ED6</b> Regeneration Areas
<b>H9</b> Hawthorne Road/ Canal Corridor	<b>ED4</b> Mixed Use Areas <b>ED5</b> Tourism <b>ED6</b> Regeneration Areas
<b>H10</b> Residential Development and Development in Residential Areas	<b>HC3</b> Residential Development and Development in Primarily Residential Areas (and accompanying New Housing SPD)
<b>H11</b> Mixed Use Developments Incorporating Housing	<b>ED4</b> Mixed Use Areas
<b>H12</b> Residential Density	<b>HC3</b> Residential Development and Development in Primarily Residential Areas (and accompanying New Housing SPD) <b>EQ2</b> Design
<b>R1</b> Retail Development Strategy	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres
<b>R2</b> Southport Town Centre	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres <b>ED5</b> Tourism <b>ED6</b> Regeneration Areas <b>ED7</b> Southport Central Area



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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
<b>R3</b> Southport Station Complex	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres <b>ED6</b> Regeneration Areas <b>ED8</b> Southport Central Area <b>EQ3</b> Accessibility
<b>R4</b> Bootle town Centre	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres <b>ED4</b> Mixed Use Areas <b>ED6</b> Regeneration Areas
<b>R5</b> Edge-of-Centre Retail Development: TAVR Site, Strand Road, Bootle	<i>Not Saved</i>
<b>R6</b> Development in District and Local Shopping Centres	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres
<b>R7</b> Local Shopping Parades	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres
<b>R8</b> Upper Floors in Defined Centres and Shopping Parades	<i>Not Saved</i>
<b>R9</b> Edge-of-Centre and Out-of-Centre Retail Developments and Key Town Centre Uses	<b>ED2</b> Development in town, district and local centres, local shopping parades and outside defined centres <b>ED4</b> Mixed Use Areas <b>ED5</b> Tourism
<b>R10</b> Lanstar Site, Church Road, Litherland	<b>MN2.53</b> Former Lanstar Site, Hawthorne Road, Bootle
<b>T1</b> Transport Network Priorities	<b>IN2</b> Transport
<b>T2</b> Walking and Cycling	<b>IN2</b> Transport <b>EQ1</b> Planning for a healthy Sefton <b>EQ3</b> Accessibility <b>EQ9</b> Provision of public open space, strategic paths and trees in development
<b>T3</b> Pedestrian Priority on Chapel Street, Southport	<i>Not Saved</i>
<b>T4</b> Safeguarding the Public Transport Network	<b>IN2</b> Transport
<b>T5</b> New Car Parks in Designated Areas	<b>IN2</b> Transport <b>EQ3</b> Accessibility
<b>EMW1</b> Prudent Use of Resources	<b>EQ1</b> Planning for a healthy Sefton <b>EQ7</b> Energy Efficient and Low Carbon Design <b>IN3</b> Managing Waste
<b>EMW2</b> Renewable Energy Infrastructure	<b>EQ7</b> Energy Efficient and Low Carbon Design
<b>EMW3</b> Protection of Mineral Resources	<b>NH8</b> Minerals
<b>EMW4</b> Proposals for Mineral and Aggregate Developments	<b>NH8</b> Minerals
<b>EMW5</b> Onshore Oil and Gas	<b>NH8</b> Minerals
<b>EMW6</b> Waste Management Strategy	<i>Replaced by Merseyside and Halton Waste Local Plan (2013)</i>
<b>EMW7</b> Waste Management Facilities	<i>Replaced by Merseyside and Halton Waste Local Plan (2013)</i>

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
<b>EMW8</b> Landfill Sites	<i>Replaced by Merseyside and Halton Waste Local Plan (2013)</i>
<b>EMW9</b> Recycling Facilities	<b>IN3</b> Managing Waste
<b>GBC1</b> The Green Belt	<b>MN7</b> Sefton's Green Belt
<b>GBC2</b> Development in the Green Belt	<b>MN7</b> Sefton's Green Belt
<b>GBC3</b> Redevelopment of a Major Developed Site in the Green Belt – The Powerhouse, Hoggs Hill Lane, Formby	<b>MN2.18</b> Power House phase 2, Hoggs Hill Lane, Formby
<b>GBC4</b> Redevelopment or Infilling of a Major Developed Site in the Green Belt – Ashworth Hospital, Maghull	<b>MN8.2</b> Land adjacent to Ashworth Hospital, Maghull
<b>GBC5</b> Infill Development on Major Developed Sites in the Green Belt	<b>MN7</b> Sefton's Green Belt
<b>GBC6</b> Landscape Character	<b>NH7</b> Rural Landscape Character
<b>GBC7</b> Agricultural Land Quality	<b>MN7</b> Sefton's Green Belt
<b>GBC8</b> Equestrian Development	<b>MN7</b> Sefton's Green Belt
<b>GBC9</b> Landscape Renewal Areas	<b>MN7</b> Sefton's Green Belt
<b>NC1</b> Site Protection	<b>NH1</b> Natural Assets <b>NH2</b> Protection and enhancement of nature sites, priority habitats and species (and accompanying Nature Conservation SPD) <b>NH3</b> Development in the Nature Improvement Area
<b>NC2</b> Protection of Species	<b>NH1</b> Natural Assets <b>NH2</b> Protection and enhancement of nature sites, priority habitats and species (and accompanying Nature Conservation SPD) <b>NH3</b> Development in the Nature Improvement Area
<b>NC3</b> Habitat Protection, Creation and Management	<b>NH1</b> Natural Assets <b>NH2</b> Protection and enhancement of nature sites, priority habitats and species (and accompanying Nature Conservation SPD) <b>NH3</b> Development in the Nature Improvement Area
<b>CPZ1</b> Development in Coastal Planning Zones	<b>NH1</b> Natural Assets <b>NH4</b> The Sefton coast and development
<b>CPZ2</b> Coastal Protection	<b>NH1</b> Natural Assets <b>NH4</b> The Sefton coast and development
<b>CPZ3</b> Coastal Landscape Conservation and Management	<b>EQ4</b> Pollution and Hazards <b>NH1</b> Natural Assets <b>NH2</b> Protection and enhancement of nature sites, priority habitats and species (and accompanying Nature Conservation SPD) <b>NH3</b> Development in the Nature Improvement Area <b>NH4</b> The Sefton coast and development
<b>CPZ4</b> Coastal Park	<b>NH4</b> The Sefton coast and development

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
	<b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G1</b> Protection of Urban Greenspace	<b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G2</b> Improving Public Access to Urban Greenspace	<b>ED3</b> Existing Employment Areas <b>ED6</b> Regeneration Areas <b>HC3</b> Residential Development and Development in Primarily Residential Areas (and accompanying New Housing SPD) <b>HC7</b> Education and Care Institutions in the Urban Area <b>NH6</b> Urban Golf Courses
<b>G3</b> Urban Greenspace Systems	<b>NH1</b> Natural assets <b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G4</b> Development Adjacent to the Leeds and Liverpool Canal	<b>ED5</b> Tourism <b>EQ2</b> Design <b>NH1</b> Natural assets <b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G5</b> Protection of Recreational Open Space	<b>NH1</b> Natural assets <b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G6</b> Built Recreation Facilities	<b>HC6</b> Assets of community value
<b>G7</b> Strategic Paths for Countryside Recreation	<b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G8</b> Countryside Recreation Areas	<b>NH5</b> Protection of open space and Countryside Recreation Areas
<b>G9</b> Aintree Racecourse Recreational Area	<b>ED5</b> Tourism <b>ED8B</b> Aintree Racecourse <b>MN7</b> Sefton's Green Belt
<b>HC1</b> Development in Conservation Areas	<b>NH9A</b> Heritage Assets <b>NH11</b> Development affecting Conservation Areas
<b>HC2</b> Demolition of Listed buildings and Demolition in Conservation Areas	<b>NH9A</b> Heritage Assets <b>NH9</b> Demolition or substantial harm to designated Heritage Assets
<b>HC3</b> Development or Change of Use Affecting a Listed Building	<b>NH9A</b> Heritage Assets <b>NH10</b> Works affecting Listed Buildings
<b>HC4</b> Development Affecting the Setting of a Listed Building	<b>NH9A</b> Heritage Assets <b>NH10</b> Works affecting Listed Buildings
<b>HC5</b> Historic Parks and Gardens	<b>NH9A</b> Heritage Assets <b>NH12</b> Development affecting Registered Parks and Gardens
<b>HC6</b> Sites and Areas of Archaeological Importance	<b>NH9A</b> Heritage Assets <b>NH13</b> Development affecting Archaeology and Scheduled Monuments
<b>AD1</b> Location of Development	<b>EQ1</b> Planning for a healthy Sefton <b>EQ3</b> Accessibility

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
<b>AD2</b> Ensuring Choice of Travel	<b>EQ3</b> Accessibility <i>Ensuring Choice of Travel SPD (2010) was prepared by Merseytavel and Merseyside authorities</i>
<b>AD3</b> Transport Assessments	<b>IN2</b> Transport
<b>AD4</b> Green Travel Plans	<b>EQ3</b> Accessibility
<b>AD5</b> Access onto the Primary Route Network	<b>IN2</b> Transport
<b>DQ1</b> Design	<b>EQ1</b> Planning for a healthy Sefton <b>EQ2</b> Design
<b>DQ2</b> Renewable Energy in Development	<b>EQ7</b> Energy Efficient and Low Carbon Design
<b>DQ3</b> Trees and Development	<b>IN1</b> Infrastructure and developer contributions <b>EQ9</b> Provision of public open space, strategic paths and trees in development
<b>DQ4</b> Public Greenspace and Development	<b>EQ9</b> Provision of public open space, strategic paths and trees in development
<b>DQ5</b> Sustainable Drainage Systems	<b>EQ8</b> Managing flood risk and surface water
<b>EP1</b> Managing Environmental Risk	<b>EQ1</b> Planning for a healthy Sefton <b>EQ4</b> Pollution and hazards <b>EQ5</b> Air quality <b>EQ8</b> Managing flood risk and surface water
<b>EP2</b> Pollution	<b>EQ1</b> Planning for a healthy Sefton <b>EQ4</b> Pollution and hazards <b>EQ5</b> Air quality
<b>EP3</b> Development of Contaminated Land	<b>EQ1</b> Planning for a healthy Sefton <b>EQ4</b> Pollution and hazards
<b>EP4</b> Development On or Near to Landfill Sites	<b>EQ1</b> Planning for a healthy Sefton <b>EQ4</b> Pollution and hazards
<b>EP5</b> Development and Hazardous substances	<b>EQ1</b> Planning for a healthy Sefton <b>EQ4</b> Pollution and hazards
<b>EP6</b> Noise and Vibration	<b>EQ1</b> Planning for a healthy Sefton <b>EQ4</b> Pollution and hazards
<b>EP7</b> Light Nuisance	<b>EQ4</b> Pollution and hazards
<b>EP8</b> Flood Risk	<b>EQ8</b> Managing flood risk and surface water
<b>MD1</b> House Extensions	<b>HC4</b> House extensions and alterations and conversions to Houses in Multiple Occupation and Flats (and accompanying House Extensions SPD)
<b>MD2</b> Conversion to Flats	<b>HC4</b> House extensions and alterations and conversions to Houses in Multiple Occupation and Flats <i>Houses in Multiple Occupation (HMO) and Flats Supplementary Planning Document SPD was approved in 2013</i>
<b>MD3</b> Houses in Multiple Occupation	<b>HC4</b> House extensions and alterations and conversions to Houses in Multiple Occupation and Flats <i>Houses in Multiple Occupation (HMO) and Flats Supplementary Planning Document SPD was approved in 2013</i>

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Unitary Development Plan Policy (2006)	Superseding Local Plan Policy/ies (2016)
<b>MD4</b> Caravan Sites for Gypsies and Travelling Showpeople	<b>HC5</b> Planning for Gypsies and Travellers
<b>MD5</b> Commercial Frontages and Security Shutters	<b>EQ2</b> Design
<b>MD6</b> Food and Drink Uses	<b>EQ10</b> <i>Food and Drink (and accompanying Hot Food Takeaways and Betting Shops SPD)</i>
<b>MD7</b> Advertisements	<b>EQ11</b> <i>Advertisements</i>
<b>MD8</b> Telecommunications Development	<b>IN1</b> Infrastructure and Developer Contributions
<i>No Policy</i>	<b>MN3</b> Strategic Mixed Use Allocation – Land east of Maghull (and accompanying SPD)
<i>No Policy</i>	<b>MN4</b> Land north of Formby Industrial Estate
<i>No Policy</i>	<b>MN6</b> Land north of Brackenway, Formby
<i>No Policy</i>	<b>MN6A</b> Land at Moss Lane, Churchtown
<i>No Policy</i>	<b>MN8</b> Safeguarded Land
<i>No Policy</i>	<b>HC2</b> Housing type, mix and tenure
<i>No Policy</i>	<b>ED9</b> Crosby Centre (and accompanying SPD)
<i>No Policy</i>	<b>NH14</b> Development affecting non-designated Heritage Assets
<i>No Specific Policy (although many cover issues)</i>	<b>PIM1</b> Planning enforcement