

# **Sefton Local Plan**

## **Duty to Cooperate Statement**

July 2015

Sefton Council 

# Sefton Local Plan – Duty to Cooperate Statement (July 2015)

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### 1. Introduction

1.1 The Localism Act (2011) introduced a duty for each local planning authority to cooperate with other local planning authorities and prescribed public bodies when preparing development plan documents.

1.2 This requirement places a legal duty on local planning authorities “*to engage constructively and actively on an on-going basis to maximise the effectiveness of the Local Plan preparation in the context of strategic cross boundary matters.*” In this context, ‘strategic’ relates to matters with potential cross boundary impacts, rather than the key proposals and strategic allocations in the Local Plan.

1.3 This duty is separate to the related test of soundness, which require “effective joint working on cross-boundary strategic priorities”. The National Planning Policy Framework (NPPF) and Planning Guidance (PPG) provide advice on how this duty should be implemented.

1.4 Paragraph 181 of the NPPF states that “*local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination*”. This paragraph also provides examples of how evidence of cooperation may be demonstrated, such as by way of jointly prepared strategies or planning policies, joint committees with neighbouring authorities to make decisions, or memorandums of understanding to agree how authorities and bodies will cooperate with each other as they prepare planning policy or strategy.

1.5 The duty should be applied to any ‘strategic matter’ related to the preparation of the document which has a significant impact beyond Sefton’s administrative area. These matters can be far reaching in geographical extent and will vary depending on the individual issue.

1.6 In preparing its Local Plan, Sefton Council has to demonstrate compliance with the Duty including:

- *Consultation with key bodies:* Sefton Council has engaged and cooperated with the prescribed organisations and authorities set out in the legislation and regulations and in compliance with the Regulations, planning guidance and its adopted Statement of Community Involvement, and other relevant bodies;
- *Collaboration and cooperation in plan making:* Sefton continues to work collaboratively with a wide range of partners, to produce strategies and develop evidence which addresses key planning issues across the sub-region; and
- *Consideration of cross boundary impacts:* Sefton continues to be engaged proactively with neighbouring authorities in considering and addressing strategic and site-specific cross-boundary impacts arising from both Sefton’s plans, and those plans of our neighbours, notably Knowsley, Liverpool and West Lancashire.

1.7 The duty to cooperate is not a duty to agree. However, a local authority should demonstrate that it has made every effort to secure the necessary cooperation on these matters. This duty is an ongoing process and does not stop with the adoption of the Local Plan.

1.8 This Statement sets out how Sefton Council has satisfied the duty to cooperate in preparing its Local Plan. Consultation on Sefton’s Publication Local Plan between 30 January and 27 March 2015 gave interested parties and statutory consultees the opportunity to comment on the Council’s

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approach to meeting this duty alongside any comments directed towards the contents of the Local Plan and accompanying policy maps.

1.9 The duty to cooperate is distinct from other more general statutory requirements concerning consultation and publicity relating to the preparation of Local Plans, which are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

## 2. Overview of Cooperation



2.1 Sefton has actively and constructively cooperated with all neighbouring authorities and those within the Liverpool City Region, and other organisations and partners during the preparation of the Local Plan. This has included cooperation on key strategic matters, the preparation of joint evidence and studies, and attending regular sub-regional meetings. This cooperation has been long standing and is ongoing.

### The sub-regional context

2.2 The Liverpool City Region comprises the six local authorities of Knowsley, Liverpool, St Helens, Sefton and Wirral, together with Halton (also collectively known as greater Merseyside). West Lancashire is an associate member of the Liverpool City Region, and is also part of the association of Lancashire authorities.

2.3 The Liverpool City Region authorities and West Lancashire have a long history of working together. Prior to the establishment of the Combined Authority (see below), the Liverpool City Region Board was established. It was supported by a number of thematic groups, one of which, the Housing and Spatial Planning Forum, covers planning matters.

2.4 The 'combined authority' for the Liverpool City Region was formally established on 1 April 2014. This comprises Sefton and the other greater Merseyside local authorities and the Liverpool City Region Local Enterprise Partnership (LEP). The Local Enterprise Partnership was formally

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constituted in March 2012 and includes representatives from the private, voluntary and local authority sectors.

2.5 The Combined Authority's remit covers strategic economic development and regeneration, employment and skills, transport (delivered through Merseytravel, the integrated transport authority), and housing and spatial planning. In July 2014 the Combined Authority secured £232.3m from the Government's Local Growth Fund to support economic growth in the City Region from 2015 to 2021, in addition to European Social Fund funding. This substantial investment from Government will bring forward at least £30m of additional investment from local partners and the private sector, which combined will create a total new investment package of £262.3m for the Liverpool City Region.

2.6 The focus is on the four key priority areas as identified in the LEP's Strategic Economic Plan:

- Creating a freight and logistics hub with improved access serving an expanded Port of Liverpool ;
- Building on the revival of Liverpool city centre as a world class business and leisure destination ;
- Driving the transfer of the city region's energy supply to low carbon and renewable sources; and
- Skills and business support to enable growth.

2.7 Under the Growth Fund Initiative, the LEP and Central Government have agreed to co-invest in jointly-agreed priorities across the City Region. Those benefitting Sefton include:

- A new low carbon fund for colleges – to encourage energy efficiencies in colleges;
- Improvements to junctions on the M58, increasing capacity and access for the city region;
- Development of a new station at Maghull North, and improving transport across north Liverpool; and
- A package of sustainable transport improvements across the City Region including access to the Port of Liverpool in Sefton.

2.8 Bullet points two and four of the above will be carried out in conjunction with Highways England.

### **Preparation of Local Plans within the Liverpool City Region**

2.9 Within the City Region, a number of the Core Strategies and Local Plans are more advanced than Sefton's Local Plan. As a result, it has not been possible to consider preparing a joint Local Plan with any neighbouring authority. The St. Helens Local Plan Core Strategy was adopted in October 2012, the Halton Core Strategy Local Plan was adopted in April 2013 and the West Lancashire Local Plan was adopted in October 2013.

2.10 Of the remaining Merseyside local planning authorities, Liverpool City Council consulted on a draft Local Plan early between December 2013 and April 2014. It sought comments on these representations at the beginning of 2015 and the Local Plan preferred options is due for publication in autumn 2016.

2.11 Knowsley Council completed its consultation on Proposed Modifications to their Local Plan Core Strategy in November 2014 following hearings which took place in 2013 and 2014. A new round of hearings has subsequently taken place since 2 June 2015, and the council has been informed that it can adopt its Core Strategy.

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2.12 Wirral Council consulted on a pre-submission Core Strategy in 2013 and consulted on proposed modifications to the Gypsies and Travellers and Town Centre policies in February 2015. Wirral is planning on submitting the amended strategy in October 2015.

2.13 Despite each Local Plan being prepared independently, each has been developed through joint working with neighbouring authorities.

2.14 The Merseyside Environmental Advisory Service (MEAS) plays a key role in coordinating and advising on specific environmental matters across the Liverpool City Region including environmental planning, waste, minerals, contaminated land and ecology. It is jointly funded by the six greater Merseyside authorities.

2.15 MEAS led on the preparation and adoption in 2013 of the Joint Merseyside and Halton Waste Local Plan by the six greater Merseyside authorities including Halton. The Waste Plan provides a strategy and range of site allocations which will promote sustainable management of waste across the City Region.

2.16 The Liverpool City Region authorities and West Lancashire have, through MEAS, commissioned the same consultants (initially Scott Wilson, who first became URS then AECOM) to provide specialist Habitats Regulations Assessment (HRA) advice on their Core Strategies and Local Plans, including two joint commissions between different groups of authorities. The authorities continue to work jointly regarding on-going HRA issues, including realising the commitment made in each emerging and adopted Core Strategy and Local Plan to joint working. This commitment to joint working includes the local authorities, Natural England and other partners. This includes the preparation and adoption of an ecological network as part of its evidence base. In addition, they will prepare a more formal framework or strategy for monitoring and managing recreational access across the City Region; to take a strategic approach to managing access to European sites. The same consultants also carried out the HRA of the joint Waste Local Plan.

2.17 The six Liverpool City Region authorities, with MEAS, have cooperated in establishing a joint evidence base for minerals planning in the City Region, which has supported the development of a minerals policy framework. MEAS on behalf of the six Liverpool City Region local authorities (including Sefton) contracted Greater Manchester Geological Unit (GMGU), part of the Urban Vision Partnership, to establish this City Region wide minerals evidence.

2.18 There are also several officer level bodies including the Liverpool City Region District Planning Officers and its sub groups. Of particular relevance to the duty to cooperate the Planning Policy Managers group meets every six weeks to discuss planning policy matters, joint working and commissioning of evidence. It is attended by representatives of the six greater Merseyside authorities and West Lancashire, Wigan and Warrington attend as and when required, but also MEAS, Merseytravel and the Liverpool LEP.

### **Preparation of joint and cross boundary evidence**

2.19 The Liverpool City Region authorities have collaborated for several years on a wide range of joint evidence base studies specifically to underpin their emerging Core Strategies and Local Plans. Examples of this include:

- The Liverpool City Region Housing Strategy (2007)
- The Merseyside Local Transport Plan (2011)

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- The Liverpool City Region Renewable Energy Capacity Study (2011) prepared jointly between the Liverpool City Region authorities, West Lancashire and Warrington;
- The Liverpool City Region Economic Review (2012); and the Liverpool City Region Strategic Local Investment Plan 2014 – 2017 (2013).
- Preparation of the Ecological Network (2015).

2.20 In addition, the Liverpool City Region authorities, West Lancashire and Cheshire West and Chester Councils jointly commissioned ‘Development Land Needs and Supply (the Overview Study) for the Liverpool City Region’ in 2010. This Study was specifically commissioned to assess whether any district was able to accommodate the unmet housing needs and employment needs arising in another local authority area. The study confirmed that Sefton, Knowsley, St Helens and West Lancashire faced housing supply problems looking forward to 2031, and that Liverpool could meet only a very limited proportion of these unmet needs, and only then in restrictive circumstances. The study concluded that none of the study authorities would be likely to be able to meet the overspill housing needs of neighbouring districts.

2.21 As a result of this Study, Sefton, Knowsley and West Lancashire embarked on a review of the Green Belt in their respective areas using a common methodology to identify the scope for accommodating future housing and employment needs that could not be met in the urban area.

2.22 In 2012 Sefton commissioned a Consequences Study to assess the social, economic and environmental impact of three options for Sefton’s future development on both Sefton and its neighbouring authorities. It was confirmed, during the preparation of this Study, that no adjoining authority would support Option One which restricted development to within Sefton’s urban area as it would put more pressure on neighbouring authorities to meet additional needs, over and above their own needs, for homes and employment land. Option Three, based on ‘optimistic household growth’, was the highest growth option. Only Liverpool City Council gave some qualified support to this option, and this was only from an economic point of view. However, Liverpool considered any advantage was countered by the potential loss of some of its population to Sefton. All adjoining authorities supported Option 2 which was based on Sefton meeting its identified needs. This has been confirmed at the subsequent Preferred Option consultations in 2013. This is about to be updated.

2.23 Housing projections published by the Department for Communities and Local Government in February 2015 marked a substantial increase on 2012-based figures. This is largely due to a significant under-recording of Liverpool’s population prior to the 2011 Census and the resulting incremental net migration to Sefton. The implications of this require cross-boundary working. The Cabinet meeting relating to this issue is noted in Appendix 2 of this document.

2.24 Sefton commissioned (and led) the Merseyside and West Lancashire Traveller Accommodation Assessment (2014) jointly with Knowsley, Liverpool, St Helens, West Lancashire and Wirral Councils to identify the future needs for permanent, transit and travelling show-people pitches which would be identified in each authorities’ Local Plan. This has helped Sefton allocate an appropriate number of permanent and transit traveller sites in the publication draft Local Plan to meet the needs emerging through the Plan period.

2.25 As part of the collective pan-Merseyside evidence, Sefton commissioned an Employment Land and Premises Study in 2010 jointly with Knowsley, Halton and West Lancashire Councils. This was subsequently updated for Sefton in 2012. This concluded that Sefton needed to identify an additional 30 ha of land for employment purposes, over and above the existing urban supply. A



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further update of the Land and Premises Study is due for completion in August 2015 to take account of post-recession trends. However the Planning Policy Managers accepted that there is a need for the original study to be updated for the whole of the City Region area and this is anticipated to be commissioned later this year.

2.26 The draft Mersey Ports Master Plan, prepared by Peel Ports in 2011, identifies a number of ‘areas of change’ within or adjacent to the Port estate where land will be required to accommodate the expansion of the Port. One area at Regent Road/Derby Road which straddles the Sefton-Liverpool boundary is currently occupied by 70 small and medium sized businesses, 42 of which are in Sefton. If this land were to be acquired by the Port to facilitate its expansion, then any businesses that were displaced would create additional demand for employment land elsewhere. In a report appended to the 2012 Employment Land and Premises Study, a total requirement of 13.16ha arising from this source was identified. Following discussions with Liverpool City Council, an 80-20 split of this requirement was formally agreed, leading to an apportionment of 2.63ha to Sefton’s employment land requirement, with the balance of 10.53 ha to Liverpool.

2.27 As a result of new 2015 household requirement projections, NLP have stated within their Review of Objectively Assessed Housing Needs that anywhere up to 1,290 new homes may be required in Sefton within the Plan period. As this requirement was only identified shortly before the anticipated submission date in July 2015, and the lack of new feasible sites which could be allocated within Sefton the decision was made to proceed based on a 2011 requirement of 615 dwellings. This is subject to an early review of the Local Plan which will investigate the likelihood of adjacent local authorities absorbing at least some of this need, following the commissioning of sub-regional Strategic Housing Market Plan Assessments and an Employment Land Premises Study.

2.28 In 2013, the Local Enterprise Partnership commissioned a study of the land implications arising from the expanded Port of Liverpool across the wider Liverpool City Region. The construction of the Seaforth River terminal is currently underway and is due to be completed later in 2015. This will enable larger ships to use the Port. The Liverpool City Region Superport Market Analysis, NAI Global (2014) found that in the short term (the first five years) there were sufficient high quality sites to accommodate the needs of the expanded port. However in the medium-to-long-term (i.e. five-20 years), it found a deficit of high quality sites relative to anticipated demand. As each Local Plan is being prepared to different timescales, with most either adopted or at an advanced stage, it has not been possible for the authorities to act in tandem to identify sufficient sites to address this issue individually. Further cross-boundary work is also needed to confirm the level of demand for port-related logistics and manufacturing uses, and the most appropriate locations to accommodate this demand. An early review mechanism is set out in the Local Plan to address the needs generated by the expanded Port of Liverpool. This issue is also being considered sub-regionally by the District Planning Officers group.

### **Sefton’s cooperation with other organisations**

2.29 Section 33A of the Act and Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and Planning Guidance define specific bodies and categories of bodies with which the Council must cooperate in preparing its Local Plan. The bodies which the Council considers to be relevant in the context of the Sefton Local Plan are set out below:

- Liverpool City Council (as neighbouring planning and highway authority)
- Knowsley Borough Council (as neighbouring planning and highway authority)
- St Helens Council (as planning and highway authority)
- Wirral Council (as planning and highway authority)
- Halton Borough Council (as planning and highway authority)

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- West Lancashire Borough Council (as neighbouring planning authority)
- Lancashire County Council (as neighbouring county planning and transport authority)
- The Environment Agency
- English Heritage (now Historic England)
- Natural England
- Civil Aviation Authority
- Homes and Communities Agency
- NHS South Sefton Clinical Commissioning Group
- NHS Southport and Formby Clinical Commissioning Group
- The Office of Rail Regulation
- Merseytravel (as the Combined Authority’s Transport Executive)
- The Marine Management Organisation
- Liverpool City Region Local Enterprise Partnership
- Liverpool City Region Local Nature Partnership

2.30 Paragraph 178 of the NPPF states that “*public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities*”. The NPPF defines these as:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

2.31 Sefton has also worked closely with a wide range of other organisations and partners including the Environment Agency, the Homes and Communities Agency, Historic England, the Ministry of Defence, Sport England, Natural England, the two clinical commissioning groups operating in Sefton, and Merseytravel in preparing its Local Plan. It has consulted the bodies listed in paragraphs 2.29 and 2.42 as appropriate, at each formal stage of the Local Plan preparation i.e. issues and options, the preferred option, and this publication stage. It has fully recorded the comments made, and offered to meet with the organisation where required in order to discuss how any out-standing matters can be overcome.

2.32 The Sefton Local Plan has a varying level of impact on and linkages with the activities and responsibilities of these bodies. For example, whilst Sefton has strong links with the neighbouring planning authorities within the Liverpool City Region and West Lancashire, the degree of linkage with some of the other bodies is lower. The Council has therefore tailored its approach to cooperation with each body according to the nature of the matters which relate to that body and their ability to actively engage with the Council.

2.33 Sefton works closely with the Environment Agency on drainage and flood risk matters in relation to planning matters such as the Local Plan and planning applications, and in relation to its local flood risk, and coastal erosion risk management functions, as well as biodiversity through the Sefton Coast Partnership. In particular, ‘Making Space for Water’ meetings are held, involving the Council’s planning, flood and coastal erosion risk management and emergency planning services, the Environment Agency, United Utilities and Canal and River Trust. Sefton Council has also been

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involved in the preparation of the Environment Agency’s Lower Alt with Crossens Pumped Drainage Strategy, together with West Lancashire and United Utilities.

2.34 Sefton has involved Historic England in strategic matters, including consulting them at each stage of Plan preparation and specifically on the content of heritage policies. Historic England also commented on the heritage implications of the ‘proposed area of search for wind energy’ which was included in the Sefton Local Plan Preferred Option. This area has not been carried forward into the Submission Local Plan.

2.35 The Civil Aviation Authority has been consulted at each stage of Plan preparation due to the relative proximity of Liverpool Airport.

2.36 Sefton works closely with the Homes and Community Agency, albeit mostly in relation to bringing sites forward for development, regeneration, and the provision of affordable housing. This feeds into the HCA’s identification of sub-regional and national priorities, and provides advice and wider funding that Sefton can draw down. The HCA has been consulted at each stage of Plan preparation.

2.37 In preparing the Local Plan, Sefton has worked closely with the two Clinical Commissioning Groups and their predecessor organisations that cover Sefton, to ensure that the health and well-being impacts of the Local Plan are fully taken into account in planning future provision across the sub-region. This is particularly important as there is only one hospital in Sefton (at Southport), which does not provide a full range of services, so many of Sefton’s residents rely on facilities elsewhere.

2.38 Cooperation with the Office of Rail Regulation (ORR) has related mostly to site-specific proposals. Network Rail have been consulted at each stage of Plan preparation, and their comments, particularly in relation to the impacts of development on existing level crossings, have been taken into account. This is in response to a national initiative to reduce accidents at level crossings. In addition, two surplus Network Rail owned sites have been identified as housing allocations in the Local Plan.

2.39 The Merseyside Integrated Transport Authority (Merseytravel) covers the five Merseyside districts and leads on the provision of a sustainable transport system and the preparation of the Merseyside Local Transport Plan. The five authorities and Merseytravel have jointly prepared a Supplementary Planning Document ‘Ensuring Choice of Travel’ which was most recently updated in 2009 / 2010.

2.40 The Marine Management Organisation has been consulted during the preparation of the Sefton Local Plan.

2.41 Sefton is part of ‘Nature Connected’; the Government approved Liverpool City Region Local Nature Partnership. Nature Connected brings together public, private and community sector organisations to make sure that the City Region’s natural environment supports economic, social and environmental goals. It has strong links with Cheshire, Lancashire and Manchester and the Atlantic Gateway area. Nature Connected activities include seeking funding for the natural environment and collecting evidence, notably the preparation of the Liverpool City Region ecological network, which draws together evidence and indicates strategic priorities and opportunities for habitat creation and enhancement across the City Region, including a City Region Nature Improvement Area. This is identified in the Local Plan.

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2.42 In addition, Sefton has cooperated and worked collaboratively with several other bodies not on the list of prescribed bodies in the legislation, in preparing its Local Plan in relation to strategic matters. These include:

- The Ministry of Defence
- Highways Agency (now Highways England)
- Network Rail
- Sport England
- Merseyside Environmental Advisory Service
- Peel Ports/ Mersey Docks and Harbour Company
- Utility providers (United Utilities, National Grid, power companies and telecommunications network providers)
- Aintree University Hospital NHS Foundations Trust
- Southport and Ormskirk Hospital NHS Trust
- Mersey Care NHS Trust
- Alder Hey Children’s NHS Trust
- The emergency services
- The Canal and River Trust
- The Sefton Coast Partnership
- The Mersey Forest

2.43 Sefton has received a number of letters from the bodies listed in paragraphs 2.29 and 2.42 acknowledging the Council has fulfilled its Duty to Cooperate. The letters received can be found in Appendix 4 of this document and include responses from prescribed bodies including the Civil Aviation Authority, Homes & Communities Agency, Historic England, Knowsley Metropolitan Borough Council, Marine Management Organisation, Merseytravel, Natural England, NHS Clinical Commissioning Groups in Sefton, Office of Rail Regulation, West Lancashire Borough Council and Wirral Metropolitan Borough Council. Letters received from other bodies include the Canal & River Trust and Merseyside Environmental Advisory Service.

2.44 The five Merseyside districts are also members of the Merseyside Recycling and Waste Authority (which leads on the management and disposal of Local Authority Collected Waste), the Merseyside Fire and Civil Defence Authority and the Merseyside Police Authority. The Merseyside Councils and Halton Council jointly, together with the Merseyside Environmental Advisory Service, prepared a Joint Waste Local Plan for the Liverpool City Region. This provides a common approach to dealing with waste. The Joint Waste Local Plan was formally adopted by each local authority in 2013 and promotes a sustainable approach to managing all waste across the six districts.

2.45 As part of the Local Plan preparation, Sefton has worked closely with the Ministry of Defence in relation to RAF Woodvale. As a result of these discussions, a site to the south of the Coastal Road at Southport known as ‘Land a Segar’s Farm, Ainsdale’ was removed following the Preferred Option consultation because of the impact of development on the operation of this base.

2.46 Sefton contains two motorways, the M57 and M58, and is also actively engaged on mitigating the impact of Port- related traffic. Sefton is as a result working closely with the Highways England in relation to future traffic flows on the strategic road network within and beyond Sefton. Specifically, this includes the provision of slip roads to and from the M58 on the southern side of Junction 1 in order to facilitate the development of a mixed housing and employment site allocated in the Local Plan, and discussions relating to access improvements to the Port of Liverpool, for which regional growth funding has been allocated. However, the latter is not likely to be resolved before this Local Plan is examined, but will be incorporated into a future review.

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2.47 Sefton has commissioned consultants to prepare a Playing Pitch Strategy. It is working in partnership with Sport England, the Football Association, the England and Wales Cricket Board, the Rugby Football League and the England Hockey Board to prepare this in accordance with best practice. This will help Sefton understand and assess the need for playing pitches and how provision can be improved through the Local Plan process. The Council is also preparing a Non-Pitch Strategy, which involves partnership working with Bowls England, the Lawn Tennis Association and other organisations.

2.48 Because Sefton contains five internationally important designated nature sites (Ramsar sites, Special Protection Areas and Special Areas of Conservation) and six nationally important designated nature sites (Sites of Special Scientific Interest (SSSIs)) and National Nature Reserves (NNRs), the Council engages closely with Natural England on a wide variety of matters. This includes working with Natural England and the Port of Liverpool in relation to proposals to develop the Port, and in protecting the integrity of internationally important nature sites across the City Region and beyond and the loss of supporting habitat. Sefton has also worked with Natural England and Natural Resources Wales on the emerging Local Plan, particularly in relations to nature and Port policies.

2.49 Reflecting their continuing commitment to cooperation over Habitats Regulations Assessment issues (set out in the previous section), the City Region authorities and West Lancashire have for a number of years held officer level meetings specific to Habitats Regulations Assessment.

2.50 Sefton contains a significant part of the operational Port of Liverpool, with the remainder in Liverpool and the Wirral. Not only is the Seaforth River Terminal under construction, but the Port has further expansion plans affecting both Sefton and Liverpool which are set out in the draft Port Masterplan. This not only has necessitated in close working with the Highways England regarding improvements to the Port access, which will in part be funded through the Regional Growth Fund, but also with Natural England regarding the proposal to develop on the Seaforth Nature Reserve which is an international important nature site. A Liverpool City Region Steering Group has been established to drive forward multi-modal Port access improvements. A Port Access Steering Group has been set up. This is chaired by the Sefton Council's Chief Executive and includes representatives from Department for Transport, Highways England, Network Rail, the LCR Local Enterprise Partnership, Merseytravel, Liverpool City Council, Peel Ports (who own the Port and Manchester Ship Canal) and Warrington Borough Council.

2.51 In preparing its Infrastructure Delivery Plan, Sefton has worked closely with all the infrastructure providers operating in Sefton, including United Utilities, Scottish Power and National Grid, initially at a sub-regional level, but more recently at a district level. This has led to stronger working arrangements having been developed with key utility providers. This has, and will continue, to make utility providers and Sefton Council aware of the processes each has to go through and enable respective plans and strategies to align. This has not only benefited Sefton in producing its Local Plan, but also the infrastructure providers as they produce their Business Plans for future investment. Each utility provider has provided information to Sefton that has supported the level of growth proposed in the Local Plan, taking into account growth proposals of other local authorities in the Liverpool City Region.

2.52 In a similar way that Sefton works collaboratively with the two Clinical Commissioning Groups in Sefton, it also has a close relationship with the Mersey Care NHS Trust which provides specialist services including mental health and addiction services primarily across Liverpool, Sefton and northern Knowsley (Kirkby). In addition, the Mersey Care NHS Trust is currently proposing to relocate the Scott Clinic from St Helens to the Ashworth Hospital site in Sefton.

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2.53 The Leeds - Liverpool Canal flows through Sefton. Whilst engagement with the Canal and River Trust tends to be below the strategic level, the Council is aware of a need to provide more berths along the canal in suitable locations.

2.54 Sefton Council has played a leading role in the Sefton Coast Partnership (formerly the Sefton Coast Management Scheme) since its inception in 1978, a partnership which includes Natural England, the Environment Agency, local landowners such as the National Trust and other organisations, preparing the Integrated Coastal Zone Management Plan and Beach Management Plan in Sefton. These plans relate to the need identified in the HRA to address the wider sub-regional recreation pressures on the Sefton coast because of its ecological importance.

2.55 Sefton Council has worked jointly with other North West and north Wales local authorities, the Environment Agency and others in preparing the Shoreline Management Plan. For many years the Council has been active within the North West and North Wales Coastal Group and is the current chair of the Liverpool Bay sub group.

2.56 Sefton has been a member of the Mersey Forest partnership for many years, with six other local authorities, the Environment Agency and Natural England, and most recently contributed to the preparation of the Mersey Forest Plan 2014. The local authorities in the City Region, Natural England, and other partners continue to work together on cross-boundary ecological issues including the Nature Improvement Area, and managing visitor pressure on the Sefton Coast because of its international nature importance.

2.57 Sefton considers that the approach taken in working collaboratively with other organisations has strengthened working relationships with these bodies. As such, the Council considers it has complied with the legal duties introduced by the Localism Act and with the advice in the Framework.

### 3. Consideration of cross boundary impacts: Strategic issues for Sefton

3.1 Paragraph 178 of the National Planning Policy Framework states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those relating to the strategic priorities set out in paragraph 156 of the Framework. These relate to:

- The homes and jobs needed in the area;
- The provision of retail, leisure and other commercial development;
- The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- The provision of health, security, community and cultural infrastructure and other local facilities; and
- Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

3.2 As a result of working with the prescribed organisations and others throughout the Local Plan process, and having regard to the Framework, Sefton identified a number of strategic matters as having cross boundary impacts that needed to be addressed through the Local Plan. These strategic, cross boundary issues for Sefton are set out below. Waste is an additional strategic issue. The six Liverpool City Region authorities continue to cooperate on waste planning matters, following the adoption by each Liverpool City Region authority of the Joint Waste Local Plan for the Liverpool City Region in 2013.

Framework Strategic Priorities	Sefton Strategic Issue
1. Homes and jobs	a) Housing Provision b) Employment land provision c) Cross boundary impacts arising from proposed allocations d) Meeting the land needs generated by the expanded Port of Liverpool e) Provision for travellers, including for transit pitches f) Net out commuting from Sefton.
2. Retail, leisure and commercial	a) Retail Provision and Sub-regional hierarchy of Centres.
3. Infrastructure	a) Impacts of access to the Port (Port Access Study) in neighbouring authorities and the rest of Liverpool City Region and beyond b) The impacts of the Local Plan on transport and other infrastructure (e.g. utilities) in neighbouring authorities and the rest of Liverpool City Region.
4. Health, community and cultural infrastructure	a) The impacts of the Local Plan on strategic health provision, and community and cultural infrastructure in neighbouring authorities and the rest of Liverpool City Region.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Framework Strategic Priorities	Sefton Strategic Issue
5. Climate change and natural and historic environment	<ul style="list-style-type: none"> <li>a) The impacts of the Local Plan on the low carbon infrastructure in neighbouring authorities and the rest of Liverpool City Region</li> <li>b) The impacts of the Local Plan on biodiversity networks neighbouring authorities and the rest of Liverpool City Region</li> <li>c) The impacts of the Sefton Local Plan and other Local Plans or Core Strategies of neighbouring, Liverpool City Region and other authorities on the designated nature sites of international importance on the Sefton Coast and elsewhere.</li> <li>a) The impacts of the Local Plan on flood risk in neighbouring authorities and the rest of Liverpool City Region</li> <li>b) The safeguarding of mineral resources in neighbouring authorities and the rest of Liverpool City Region.</li> </ul>

3.3 More information about each strategic issue is provided in chapter 4.



4. Evidence of cooperation on each of Sefton’s strategic issues

Framework Strategic Priority A	Homes and Jobs
Strategic Issue 1	Housing Provision
<p>What is the nature of the strategic issue?</p>	<p>The provision of land to meet Sefton’s housing needs. Green Belt release is required to meet this requirement and to ensure flexibility in delivery.</p> <p>Whilst Sefton is a relatively self-contained housing market area (as confirmed by the 2014 SHMA) there are housing market linkages with adjacent districts, particularly West Lancashire. The amount of housing provided in Sefton could therefore have an impact on adjacent districts. Given these housing market linkages, unmet needs arising in Sefton could be accommodated in adjacent districts, and vice versa. This is especially relevant given the huge increase in the housing required for Sefton predicted by the 2012-household projections.</p>
<p>Who are the relevant duty to cooperate bodies or other key partners?</p>	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities</li> <li>• West Lancashire Borough Council</li> <li>• Housing and Spatial Planning Board of the Combined Authority</li> </ul>
<p>How has this cooperation been carried out?</p>	<p>Sefton has cooperated with neighbouring local authorities in deriving a housing requirement for the Borough. When it became apparent in 2012 that Sefton would be unable to meet its own housing and employment needs without Green Belt release, the Council wrote to West Lancashire, Liverpool, Knowsley, and Wirral to ask if they could accommodate Sefton’s needs in their area. All advised that they were unable to do so.</p> <p>This confirmed the findings of the earlier 2011 ‘Overview Study’, which was jointly commissioned by the Liverpool City Region authorities. The Overview Study confirmed that Sefton, Knowsley, St Helens and West Lancashire faced housing supply problems looking forward to 2031, and that Liverpool could meet only a very limited proportion of these unmet needs, and only then in restrictive circumstances. The Study concluded that none of the study authorities would be likely to be able to meet the overspill housing needs of neighbouring districts.</p> <p>In addition, Sefton’s neighbouring authorities have been consulted at each stage of preparation of the Local Plan, and have attended ‘Housing Market Partnership’ meetings alongside local housing associations and developers. No neighbouring district has so far objected to the proposed housing or employment land requirements in the Local Plan.</p> <p>No neighbouring district has asked Sefton to meet any overspill housing or employment needs arising from their district. Knowsley and West Lancashire have both proposed releasing</p>

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

<b>Framework Strategic Priority A</b>	<b>Homes and Jobs</b>
<b>Strategic Issue 1</b>	<b>Housing Provision</b>
	<p>large areas of Green Belt land in their areas to meet their own housing and employment needs. West Lancashire’s Local Plan, which was adopted in 2013, and Knowsley’s Plan which has been through the Modifications stage following Examination, have both been found to be ‘sound’ on this basis.</p> <p>Subsequent to the implications of the 2012-based household projections giving rise to a potentially large increase in Sefton’s objectively assessed housing need, a paper has been endorsed by the Liverpool City Region’s Planning Policy Managers at its meeting on 28 July 2015 – the minute of which can be found in Appendix</p>
Outcomes	<p>Sefton’s housing requirement in the submission Local Plan has been derived to meet Sefton’s needs only. This is appropriate given Sefton’s largely self-contained housing market area.</p> <p>No neighbouring authority is able to meet any of Sefton’s housing needs, and Sefton has not been asked to meet any other District’s unmet needs. In any event, Sefton would not be able to meet any neighbouring authority’s housing needs without releasing even more Green Belt than is currently proposed.</p> <p>All the neighbouring authorities have supported Sefton’s proposed housing requirement contained in the submission Local Plan.</p>
Impact on neighbouring authorities and duty to cooperate bodies	The housing requirement in the submission Local Plan is intended to meet Sefton’s needs only. However the 2012-based household projections will have cross-boundary implications.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Framework Strategic Priority A	Homes and Jobs
Strategic Issue 2	Employment land provision
<p>What is the nature of the strategic issue?</p>	<p>The provision of land to meet Sefton’s employment requirement and create opportunities to deliver new jobs. Green Belt release is required to meet this requirement and to ensure flexibility in delivery.</p> <p>There are strong commuter pattern connections with adjacent districts. The amount of employment land provided in Sefton is likely to have a limited impact on adjacent districts. Unmet needs arising in Sefton could in theory be accommodated in adjacent districts, particularly West Lancashire, Knowsley and Liverpool.</p>
<p>Who are the relevant duty to cooperate bodies or other key partners?</p>	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities</li> <li>• West Lancashire Borough Council</li> <li>• Liverpool Local Enterprise Partnership (LEP)</li> </ul>
<p>How has this cooperation been carried out?</p>	<p>The 2010 joint Employment Land and Premises Study was produced for Sefton, West Lancashire, Knowsley, and Halton. It has also formed the basis for these authorities’ Local Plans. Halton, Knowsley and West Lancashire’s Plans have subsequently been found sound on this basis. Sefton commissioned a 2012 update of this Study using the same methodology.</p> <p>In 2012 Sefton wrote to West Lancashire, Liverpool, Knowsley, and Wirral to ask if they could accommodate Sefton’s needs in their area. All wrote back to advise that they were unable to do so. In addition, Sefton’s neighbouring authorities have been consulted at each stage of preparation of the Local Plan. No neighbouring district has so far objected to the proposed housing or employment land requirements in the Local Plan.</p> <p>No neighbouring district has asked Sefton to meet any overspill employment needs arising from their district. Knowsley and West Lancashire have proposed releasing large areas of Green Belt land in their areas to meet their own employment needs. West Lancashire’s Local Plan, which was adopted in 2013, and Knowsley’s Plan, which is about to be adopted, have both been found to be ‘sound’ on this basis.</p>
<p>Outcomes</p>	<p>Sefton’s employment requirement has been derived to meet Sefton’s needs. No neighbouring authority is able to meet any of Sefton’s employment needs, and Sefton has not been asked to meet any other District’s unmet needs. Sefton would not be able to meet any neighbouring authority’s employment needs without releasing more Green Belt than is currently proposed.</p> <p>No neighbouring authority has objected to Sefton’s proposed Local Plan employment requirement.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

Framework Strategic Priority A	Homes and Jobs
Strategic Issue 2	Employment land provision
	<p>Sefton’s employment land requirement includes 2.63 hectares of land to accommodate land needs that are likely to arise over the Plan period from businesses that are displaced by the expanded Port. This contribution was determined by assessing the amount of actively used land that is earmarked for expansion by the Port in the Mersey Ports Masterplan (13.16 ha). In liaison with Liverpool City Council, it was agreed that 80% of this requirement would be attributed to Liverpool (10.53 ha), and 20% to Sefton (2.63). Liverpool has agreed this in writing with Sefton.</p> <p>A Liverpool City Region Port Access Steering Group has been established, chaired by the Sefton Council’s Chief Executive, to drive forward this initiative. The Steering Group Includes representatives from Department for Transport, Highways England, Network Rail, LCR Local Enterprise Partnership, Merseytravel, Sefton Council, Liverpool City Council, Peel Ports (who own the Port and Manchester Ship Canal) and Warrington Borough Council.</p>
Impact on neighbouring authorities and duty to cooperate bodies	The employment requirement is intended to meet Sefton’s needs only. Therefore the impact on neighbouring authorities’ employment markets should be limited.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Strategic Framework Priority A	Homes and Jobs
Strategic Issue 3	Cross boundary impacts arising from proposed allocations
What is the nature of the strategic issue?	The Local Plan proposes to release a number of large Green Belt sites in order to meet local housing and employment needs. Some of these sites are adjacent or close to the boundary with neighbouring districts, and have the potential for cross-boundary impacts.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities , especially Knowsley Borough Council and Liverpool City Council</li> <li>• West Lancashire Borough Council</li> </ul>
How has this cooperation been carried out?	The review of Green Belt boundaries in Sefton has been undertaken using a common methodology with Knowsley and West Lancashire districts. Sefton has formally consulted each neighbouring authority on the emerging Local Plan including attendance at sub-regional workshops and other officer level meetings. The other duty to cooperate bodies relevant to this issue have also been formally consulted at each stage of preparation of the Local Plan.
Outcomes	<p>Knowsley MBC has written to express support for the approach used to identify sites, although they have raised detailed matters in relation to sites near their boundary. Sefton Council is currently updating its modelling of the highways implications of sites around Maghull / Melling, including the implications for traffic through Knowsley with completion expected in August 2015. Concern about this issue was one of the justifications for inserting a phasing clause in policy MN3 ‘Land East of Maghull’, requiring that no more than 500 dwellings could be built before the slip roads at junction 1 of the M58 have been constructed.</p> <p>West Lancashire has raised a number of detailed concerns about sites adjacent to its border. It suggests that the proposed housing allocation (policy MN2.28) and area of safeguarded land (policy MN8.1) would have a significant effect on the Green Belt gap between Maghull / Lydiate and Aughton Village / Holt Green. Aughton Village is not in the Green Belt and it is acknowledged that the gap in this location would be narrowed. However, Sefton considers that the allocations would have strong physical boundaries that would restrict any further future outwards expansion in this location. In addition, a Green Belt gap of around 1 kilometre would still remain. In Sefton’s view, these remain appropriate sites to allocate for housing and safeguarded land in the Local Plan in Green Belt and other terms.</p> <p>No other neighbouring authority has commented on the direct cross-boundary implications of identified development sites.</p>
Impact on neighbouring authorities and duty to	Some limited cross boundary highways impacts on Knowsley and West Lancashire in particular.

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Strategic Framework Priority A</b>	<b>Homes and Jobs</b>
<b>Strategic Issue 3</b>	<b>Cross boundary impacts arising from proposed allocations</b>
cooperate bodies	Some Green Belt impacts on West Lancashire by virtue of narrowing the gap between Maghull/Lydiate and Aughton Village.

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

Framework Strategic Priority A	Homes and Jobs
<b>Strategic Issue 4</b>	<b>Meeting the land needs generated by the expanded Port of Liverpool</b>
<p>What is the nature of the strategic issue?</p>	<p>The Port of Liverpool is currently being expanded with the construction of the Seaforth River Terminal. This will allow the majority of the world’s container fleet to unload directly onto the dockside, something which is not possible at present. The Port’s ambition is to become the main entry point for goods coming into the north of England, and this could potentially see the volume of goods and materials coming through the Port more than double. This will have implications for the availability of land for new port-orientated logistics and manufacturing uses within the Port’s hinterland.</p> <p>In 2013, the Liverpool City Region LEP commissioned NAI Global to produce a study into the land implications arising from the expanded Port of Liverpool. This found that in the short term (the first 5 years) there was sufficient land to accommodate the needs of the expanded port. However in the medium-to-long-term, there may be a significant deficit of land across the wider Liverpool City Region (LCR).</p> <p>The identification of sites to meet the need of Port-related uses requires a sub-regional approach. Firstly further work needs to be commissioned to confirm the likely demand for new sites arising from port expansion. Secondly, a coordinated approach is necessary to identify the most appropriate locations for major Port-related development, as this could be feasibly located in various locations throughout the sub-region.</p> <p>In addition, the Mersey Ports Master Plan proposes the expansion of the Port into the area between Regent Road and Derby Road (A565). The existing businesses in Sefton and Liverpool will need to be relocated.</p>
<p>Who are the relevant duty to cooperate bodies or other key partners?</p>	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities, especially Liverpool City Council</li> <li>• West Lancashire Borough Council</li> <li>• The Liverpool LEP</li> <li>• Merseyside Environmental Advisory Service (MEAS)</li> </ul>
<p>How has this cooperation been carried out?</p>	<p>The Liverpool City Region authorities (including West Lancashire) are currently in discussions to commission a sub-regional study of land requirements associated with the expanded port, and the most suitable locations to accommodate this need.</p> <p>Given respective Local Plan timescales it has not been possible to progress this work and identify sites to meet this need in the submission Local Plan. West Lancashire’s Local Plan was adopted in 2013, and Knowsley’s Local Plan is about to be adopted. Halton and St Helens already have adopted post-NPPF Core Strategies in</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority A</b>	<b>Homes and Jobs</b>
<b>Strategic Issue 4</b>	<b>Meeting the land needs generated by the expanded Port of Liverpool</b>
	<p>place.</p> <p>There have been extensive discussions regarding this issue at the sub-regional level. The process of securing the agreement of the Combined Authority is currently being sought to begin to commission the relevant studies.</p> <p>In relation to the displacement of businesses affected by the expansion of the Port into the area between Regent Road and Derby Road (A565), agreement has been reached with Liverpool City Council about how this should be apportioned. Sefton's requirement has been included in its employment land requirement in the Local Plan.</p>
Outcomes	Sefton's Local Plan includes provision for an early review should a need to allocate additional land in Sefton be identified following this sub-regional work
Impact on neighbouring authorities and duty to cooperate bodies	There is an identified need for a number of sites across the Liverpool City Region for port-related logistic uses.



## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Framework Strategic Priority A	Homes and Jobs
Strategic Issue 5	Provision for travellers, including for transit pitches
What is the nature of the strategic issue?	The level of need and provision for sites to accommodate gypsy and travellers can only appropriately be assessed on a sub-regional basis.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities</li> <li>• West Lancashire Borough Council</li> </ul>
How has this cooperation been carried out?	<p>In 2013 Sefton, Knowsley, Liverpool, St Helens, West Lancashire and Wirral jointly commissioned an assessment of traveller needs. This study identified the need for new permanent pitches for each authority based on indigenous need.</p> <p>In addition, the Study recommended a distribution of transit sites within the sub-region to facilitate the transit of travellers across Merseyside and West Lancashire. It recommended that 22 transit pitches be provided across the study area as a whole, including 4 in Sefton.</p>
Outcomes	<p>All the participating Liverpool City Region authorities have agreed that the identified need for each authority is suitable and achievable, and that the study provides a good basis for an appropriate network for traveller pitches, particularly transit pitches, across the study area. Sefton has identified both permanent and transit pitches in line with the findings of the sub-regional study in the Local Plan.</p> <p>In 2015 West Lancashire Borough Council identified a deficit of appropriate gypsy and traveller sites within their DPD and sought land in Sefton to meet this need. West Lancashire was advised that Sefton would be unable to accommodate any of their need.</p>
Impact on neighbouring authorities and duty to cooperate bodies	Other local authorities are also seeking to identify gypsy and traveller sites through the preparation of their Local Plan documents in line with the study recommendations.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Framework Strategic Priority A	Homes and jobs
Strategic Issue 6	Net out commuting from Sefton
What is the nature of the strategic issue?	Many Sefton residents are reliant on jobs provided in other authorities (particularly Liverpool). Whilst new employment land will provide more job opportunities locally, this reliance will continue.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities</li> <li>• West Lancashire Borough Council</li> <li>• The Liverpool Local Enterprise Partnership (LEP)</li> <li>• Merseytravel</li> <li>• Highways England</li> </ul>
How has this cooperation been carried out?	<p>Sefton has consulted with neighbouring authorities and transport authorities regarding its proposed housing and employment policies in its Local Plan through formal consultation at each stage of the Local Plan preparation.</p> <p>Sefton has worked with Merseytravel and the Highways England to identify potential transport infrastructure improvements to address any increased commuting to surrounding areas. These have included successful funding bids to secure Government funding for a new Maghull North Station, and construction of slip roads on the south side of Junction 1 of the M58.</p>
Outcomes	<p>While the Local Plan proposes to deliver new employment land (and with it new employment opportunities), it is accepted that Sefton has close economic and employment links with neighbouring authorities and nearby major cities such as Liverpool, Manchester and Preston and that this relationship will continue.</p> <p>Funding has been secured to deliver new public transport and road Infrastructure to support the Local Plan. The A5758 (Brooms Cross Link Road currently under construction) will also improve motorway access from the north of the Borough.</p>
Impact on neighbouring authorities and duty to cooperate bodies	Parts of Sefton are within the Liverpool ‘commuter belt’ and the Borough will continue to rely on neighbouring authorities and the larger regional cities in the North West for a large proportion of its employment opportunities.

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority B</b>	<b>The provision of retail, leisure and other commercial development</b>
<b>Strategic Issue 1</b>	<b>Retail Provision and Sub-regional hierarchy of Centres</b>
What is the nature of the strategic issue?	Sefton is reliant on centres in other authorities (particularly Liverpool) for access to comparison retail and, to a lesser extent, convenience retail opportunities. There are two town centres identified in Sefton - Bootle and Southport. Southport in particular serves a wider catchment extending into West Lancashire.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities</li> <li>• West Lancashire Borough Council</li> <li>• Merseytravel</li> </ul>
How has this cooperation been carried out?	Sefton has consulted with neighbouring authorities and transport authorities regarding the retail policy and the hierarchy of centres in its Local Plan through formal consultation at each stage of the Local Plan preparation.
Outcomes	The Local Plan does not propose any new retail allocations. Sefton has long established links with neighbouring authorities and Liverpool City Centre in particular serves the whole of Merseyside as the sub-regional centre. This relationship will continue over the duration of the Plan period.
Impact on neighbouring authorities and duty to cooperate bodies	Sefton residents will continue to rely on neighbouring authorities and the larger regional cities in the North West for a proportion of its retail and leisure provision.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Framework Strategic Priority C	Infrastructure
Strategic Issue 1	Impacts of access to the Port (Port Access Study) in neighbouring authorities and the rest of Liverpool City Region and beyond
<p>What is the nature of the strategic issue?</p>	<p>The Liverpool City Region Growth Plan identifies improved access to the Port of Liverpool as one of five transformational strategic projects.</p> <p>Access to the Port of Liverpool is a medium-term project which is essential if this economic opportunity is to be realised. The City Region is working with the Government and the Highways England, to identify appropriate solutions to increase capacity to and from the Port and wish to see the project included within national infrastructure planning. Improving access to the Port involves the delivery of packages of measures to improve access to the Port across all modes. Different modes impact on different authorities. For example, inland shipping along the Manchester Ship Canal has specific implications for Warrington (where road bridges are required to ‘open’ to allow larger ships to pass, causing traffic congestion). Strategic rail aspects may impact more on Liverpool or Sefton, while improved road access is likely to have the greatest impact on Sefton.</p> <p>A Liverpool City Region Port Access Steering Group has been established, chaired by the Sefton Council’s Chief Executive, to drive forward this initiative. The Steering Group Includes representatives from Department for Transport, Highways England, Network Rail, LCR Local Enterprise Partnership, Merseytravel, Sefton Council, Liverpool City Council, Peel Ports (who own the Port and Manchester Ship Canal) and Warrington Borough Council.</p>
<p>Who are the relevant duty to cooperate bodies or other key partners?</p>	<ul style="list-style-type: none"> <li>• Neighbouring local authorities, other Liverpool City Region authorities, West Lancashire Borough Council and Warrington Borough Council</li> <li>• Highways England</li> <li>• Network Rail</li> <li>• Liverpool Local Enterprise Partnership (LEP)</li> <li>• Merseytravel</li> <li>• Merseyside Environmental Advisory Service (MEAS)</li> </ul>
<p>How has this cooperation been carried out?</p>	<p>There is ongoing liaison between the duty to cooperate bodies on this and wider planning issues, including those relating to the Growth Plan. This includes individual meetings, for example, between Sefton Council and the Highways England. The Liverpool City Region Port Access Steering Group has been established and includes representatives from the duty to cooperate bodies and also the Department for Transport and Peel Ports, and this is liaising internally and with other organisations. This project is still at a relatively early stage, and cooperation is on-going.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority C</b>	<b>Infrastructure</b>
<b>Strategic Issue 1</b>	<b>Impacts of access to the Port (Port Access Study) in neighbouring authorities and the rest of Liverpool City Region and beyond</b>
Outcomes	This project is still at a relatively early stage, and outcomes achieved to date relate to project delivery ‘milestones’ rather than the preparation of the Local Plan.
Impact on neighbouring authorities and duty to cooperate bodies	This project is still at a relatively early stage, and so there have been relatively few direct positive economic and other impacts, or mitigation of any adverse impacts on other authorities to date.

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

Framework Strategic Priority C	Infrastructure
<b>Strategic Issue 2</b>	<b>The impacts of the Local Plan on transport and other infrastructure (e.g. utilities) in neighbouring authorities and the rest of Liverpool City Region</b>
<p>What is the nature of the strategic issue?</p>	<p>For transport there is a need to consider the cumulative impacts of the proposed levels of development In Sefton and other districts on the strategic transport network in the Liverpool City Region and West Lancashire. There is also the need to consider the impacts of strategic infrastructure projects in the City Region including improved access to the Port by a range of transport modes (see strategic issue A4), improvements to junctions on the M58, the A570 through West Lancashire, and development of Maghull North Station.</p> <p>Operational boundaries and catchments for infrastructure provision do not necessarily coincide with local authority boundaries. For example, Sandon Dock Wastewater Treatment Works in Liverpool serves large parts of Bootle and Crosby, and other parts of Sefton are served by Wastewater Treatment Works elsewhere in Sefton, Liverpool and West Lancashire. Drinking water is provided across a wider catchment.</p> <p>The cumulative impacts of the proposed levels of development (alongside those in neighbouring districts) on infrastructure such as water supply, sewerage, and energy provision has been considered in the preparation of the Local Plan.</p>
<p>Who are the relevant duty to cooperate bodies or other key partners?</p>	<ul style="list-style-type: none"> <li>• Neighbouring local planning and highway authorities</li> <li>• Environment Agency</li> <li>• Merseytravel</li> <li>• Network Rail</li> <li>• United Utilities</li> <li>• Other utility and infrastructure providers</li> </ul>
<p>How has this cooperation been carried out?</p>	<p>The Council has worked with Merseytravel and neighbouring authorities during the preparation of the Local Plan. For Merseytravel and Network Rail this consultation has included the Infrastructure Delivery Plan. Merseytravel gave presentations to the Sefton Member Infrastructure Working Group in 2014.</p> <p>The Council has worked with other LCR local authorities and Merseytravel to prepare the third Merseyside Local Transport Plan (LTP). This provides a long term strategy and delivery programme of transport investment up to 2024. The Merseyside planning authorities fed their evidence and assumptions of housing and employment growth into the LTP preparation process, to make sure that investment decisions affecting the transport network in the LTP period (up to 2024) took account of the growth and development aspirations of the Merseyside districts in their emerging Local Plans.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<p><b>Framework Strategic Priority C</b></p>	<p><b>Infrastructure</b></p>
<p><b>Strategic Issue 2</b></p>	<p><b>The impacts of the Local Plan on transport and other infrastructure (e.g. utilities) in neighbouring authorities and the rest of Liverpool City Region</b></p>
	<p>Sefton has liaised with Lancashire County Council in assisting the preparation of the West Lancashire Highways &amp; Transport Plan which incorporates the A570 – a strategic route for Southport which lies primarily within West Lancashire.</p> <p>The Council has consulted other infrastructure providers while preparing the Local Plan. In addition to the duty to cooperate bodies this has included providers such as gas and electricity providers, transport providers, the Mobile Operators Association, and has engaged closely with United Utilities including through officer level meetings and ongoing liaison. The consultation has also included the Infrastructure Delivery Plan. Consultation with the Environment Agency (and United Utilities and the Council’s flood and coastal erosion risk management officers) is considered separately (see strategic issue E5 below).</p> <p>The Liverpool City Region authorities and West Lancashire have consulted each other formally and informally (including officer level meetings) on their emerging Local Plans.</p>
<p><b>Outcomes</b></p>	<p>The Council’s approach towards planning for strategic transport including infrastructure is set out in Local Plan policies IN1 ‘Infrastructure and developer contributions’ and IN2 ‘Transport’.</p> <p>Stronger working arrangements have been developed with key utility providers, such as United Utilities, Scottish Power and the National Grid. This has, and will continue, to make the utility providers and Sefton Council aware of the processes each has to go through and to enable respective plans and strategies to align. Each utility provider has provided information to Sefton that has supported the level of growth proposed in the Local Plan, taking into account growth proposals of other local authorities in the Liverpool City Region.</p> <p>No objections to the Local Plan have been received from neighbouring authorities, the Environment Agency or United Utilities (or other infrastructure providers) in relation to these matters.</p> <p>The Council’s approach towards planning and paying for infrastructure provision is set out in Local Plan policy IN 1 ‘Infrastructure and developer contributions’. The explanation makes clear that where appropriate, planning conditions or phased legal agreements will be sought to enhance and provide infrastructure to support new developments prior to development being completed, including physical and environmental infrastructure such as water supply and treatment.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority C</b>	<b>Infrastructure</b>
<b>Strategic Issue 2</b>	<b>The impacts of the Local Plan on transport and other infrastructure (e.g. utilities) in neighbouring authorities and the rest of Liverpool City Region</b>
Impact on neighbouring authorities and duty to cooperate bodies	No significant impacts on neighbouring authorities or those elsewhere in the City Region and beyond.



**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority D</b>	<b>Health, community and cultural infrastructure</b>
<b>Strategic Issue 1</b>	<b>The impacts of the Local Plan on strategic health provision, and community and cultural infrastructure in neighbouring authorities and the rest of Liverpool City Region</b>
What is the nature of the strategic issue?	<p>Sefton is covered by two clinical commissioning groups, for south Sefton, and Southport and Formby (north Sefton). These correspond to the areas covered by the former Primary Care Trusts.</p> <p>There is no NHS hospital in south Sefton. These health needs are met by Aintree University Hospital in Fazackerly, north Liverpool. In north Sefton, Southport and Formby District General Hospital services are complemented by provision of some specialism at Ormskirk and District General Hospital. Children’s services are provided at Alder Hey Hospital.</p> <p>Mersey Care NHS Trust provides specialist services including mental health and addiction services across Liverpool, Sefton and northern Knowsley (Kirkby). This includes low secure services in each Borough. The Trust also provides medium secure services for Cheshire and Merseyside, as well as national high secure services from Ashworth Hospital, Maghull in Sefton. Ashworth is one of three High Secure Hospitals in England, serving the North West of England, West Midlands and Wales.</p> <p>It was important to establish any impacts of the Plan on NHS general hospitals serving Sefton, on Ashworth Hospital; and also on other strategic security, community and cultural infrastructure in the City Region such as the major cultural offer in Liverpool.</p>
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Neighbouring local planning authorities</li> <li>• NHS South Sefton Clinical Commissioning Group (who took over responsibilities from the South Sefton Primary Care Trust)</li> <li>• NHS Southport and Formby Clinical Commissioning Group (who took over responsibilities from the Southport and Formby Primary Care Trust)</li> <li>• Aintree University Hospital NHS Foundation Trust,</li> <li>• Southport and Ormskirk Hospital NHS Trust</li> <li>• Alder Hey Children’s NHS Foundation Trust</li> <li>• Mersey Care NHS Trust</li> </ul>
How has this cooperation been carried out?	<p>Neighbouring local authorities, NHS South Sefton Clinical Commissioning Group and NHS Southport and Formby Clinical Commissioning Group have been consulted at all stages of preparation of the Local Plan, including officer level meetings. Public health officers have also been involved. The NHS Clinical Commissioning Groups have also been involved in the infrastructure delivery plan process. NHS Property Services and representatives of Sefton’s NHS Clinical Commissioning Groups gave presentations to the Sefton Member Infrastructure Working</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority D</b>	<b>Health, community and cultural infrastructure</b>
<b>Strategic Issue 1</b>	<b>The impacts of the Local Plan on strategic health provision, and community and cultural infrastructure in neighbouring authorities and the rest of Liverpool City Region</b>
	<p>Group in 2014.</p> <p>The draft Plan was subject to a Health Impact Assessment, involving planning and public health officers, and the health aspects were incorporated into the Sustainability Appraisal. There has been officer level cooperation and liaison between planning officers and the Health and Wellbeing Board to maximise synergy between respective plans, including the Health and Wellbeing Strategy update and the Sefton Strategic Needs Assessment: Environmental document.</p> <p>Officer level meetings have taken place with Southport and Ormskirk Hospital NHS Trust and Mersey Care NHS Trust regarding their development needs and how this can be met. For Mersey Care NHS Trust this includes the relocation of the Scott Clinic from St Helens to the Ashworth Hospital site. This provides in-patient medium secure services for forensic mental health assessment and rehabilitation to mentally disordered offenders or others displaying similar behaviours who are residents of Merseyside and Cheshire.</p>
<b>Outcomes</b>	<p>Stronger working arrangements have been developed with Clinic Commissioning Groups and public health officers.</p> <p>No objections to the Local Plan have been received from neighbouring authorities, NHS South Sefton Clinical Commissioning Group or NHS Southport and Formby Clinical Commissioning Group (who took over responsibilities from the respective Primary Care Trusts) or other key health or other community and cultural infrastructure providers in relation to these matters.</p> <p>The Council’s approach towards planning and paying for infrastructure provision is set out in Local Plan policy IN 1 ‘Infrastructure and developer contributions’. The Plan’s approach to planning for health in line with corporate and Health and Wellbeing Board priorities is set out in Local Plan policy EQ1 ‘Planning for a healthy Sefton’.</p>
<b>Impact on neighbouring authorities and duty to cooperate bodies</b>	No significant impacts on neighbouring authorities or those elsewhere in the City Region and beyond.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 1</b>	<b>The impacts of the Local Plan on the low carbon infrastructure in neighbouring authorities and the rest of Liverpool City Region</b>
What is the nature of the strategic issue?	Sefton has among the highest wind speed in comparison to other authorities in the Liverpool City Region and therefore has a higher potential capacity for wind energy – however, there are numerous constraints which affect this potential capacity. There is also some potential for combined heat and power / District Heating.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region local authorities</li> <li>• West Lancashire Borough Council</li> <li>• Warrington Borough Council</li> <li>• Ministry of Defence</li> <li>• Civil Aviation Authority</li> <li>• Historic England</li> <li>• Natural England</li> <li>• Liverpool City Region LEP</li> <li>• Merseyside Environmental Advisory Service (MEAS)</li> </ul>
How has this cooperation been carried out?	<p>Sefton has worked with the Liverpool City Region authorities, West Lancashire and Warrington Councils on a Renewable Energy Capacity Study for this area. This study has informed the policy approach in the Local Plan.</p> <p>The Liverpool City Region authorities have agreed a Sustainable Energy Action Plan (2012) which identifies key low carbon energy actions to be delivered across the City Region.</p> <p>The Local Plan has been formally consulted upon throughout its preparation with neighbouring authorities, the Ministry of Defence and Civil Aviation Authority. Sefton has also cooperated with Historic England regarding the potential Area of Search for Wind Energy which was put forward in the Preferred Option. This was identified in the Renewable Energy Capacity Study as were two adjoining similar areas in West Lancashire. The potential area of search has not been included in the submission Local Plan as neither Historic England or the other Duty to Cooperate bodies have seen the need to make representations on this omission at the publication stage.</p>
Outcomes	No objections to the Local Plan have been received from neighbouring authorities, the Ministry of Defence, the Civil Aviation Authority or Historic England in relation to these matters.
Impact on neighbouring authorities and duty to cooperate bodies	Proposed Local Plan policies on renewable energy do not limit renewable energy related developments in Sefton where appropriate in the context of the Borough. Therefore, neighbouring authorities are not impacted by these proposals.

## Sefton Local Plan – Duty to Cooperate Statement (July 2015)

Framework Strategic Priority E	Climate change and natural and historic environment
Strategic Issue 2	<b>The impacts of the Local Plan on biodiversity networks neighbouring authorities and the rest of Liverpool City Region</b>
What is the nature of the strategic issue?	Biodiversity, ecology, habitats and species and associated landforms in Sefton do not change at the borough boundary, but continue across neighbouring authorities, the Liverpool City Region and beyond. This includes designated nature sites of international importance on the Sefton Coast which for example spread into the north Wirral foreshore, the Alt Valley and the Formby and West Lancashire mosslands.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region local authorities</li> <li>• West Lancashire Borough Council</li> <li>• Lancashire County Council</li> <li>• Nature Connected, the Local Nature Partnership for the Liverpool City Region</li> <li>• Merseyside Environmental Advisory Service (MEAS)</li> <li>• Mersey Forest</li> <li>• Sefton Coast Partnership</li> </ul>
How has this cooperation been carried out?	<p>All six Liverpool City Region local authorities, together and through the auspices of Merseyside Environmental Advisory Service (MEAS) which they jointly fund, are co-operating to prepare an ecological network which draws together evidence, and indicates strategic priorities and opportunities for habitat creation and enhancement across the sub-region. This includes identification of a Nature Improvement Area (NIA) with individual NIA Focus Areas, some of which are cross-boundary.</p> <p>The six local authorities, together with MEAS, agreed a common policy framework for nature and geodiversity conservation and enhancement.</p> <p>Formal consultation on the draft ecological framework saw responses from bodies including Natural England, the Environment Agency, the North West Development Agency, Peel Holdings and the Mersey Forest. Lancashire County Council were also consulted on the emerging ecological framework, including officer meetings.</p> <p>Sefton is a partner in Nature Connected, the Local Nature Partnership. Sefton was the local authority representative on the Nature Connected board, following the Partnership's inception. Discussions under the auspices of Nature Connected have resulted in a more integrated approach between Sefton and adjacent local authorities.</p> <p>More generally, Sefton Council has been a member of the Mersey Forest partnership for many years, with six other local authorities, the Environment Agency and Natural England, and most recently contributed to the preparation of the Mersey Forest Plan 2014. Sefton has played a leading role in the Sefton Coast Partnership</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 2</b>	<b>The impacts of the Local Plan on biodiversity networks neighbouring authorities and the rest of Liverpool City Region</b>
	<p>(formerly the Sefton Coast Management Scheme) since its inception in 1978, preparing the Integrated Coastal Zone Management Plan and Beach Management Plan.</p> <p>Neighbouring authorities, Natural England and Natural Resources Wales have been formally consulted on the Local Plan.</p>
Outcomes	<p>Local Plan policy NH2 ‘Protection and enhancement of nature sites, priority habitats and species’ sets out the Council’s approach to development affecting designated nature and geodiversity sites, priority habitats and species. Policy NH3 ‘Development in the Nature Improvement Area’ seeks the enhancement of Sefton’s natural assets, including restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate.</p>
Impact on neighbouring authorities and duty to cooperate bodies	<p>Sefton Council wishes to continue working jointly with neighbouring authorities, MEAS and other LCR local authorities and other partners on the ecological framework and common policy framework for nature and geodiversity conservation and enhancement. Sefton’s designated nature and geodiversity sites, priority habitats and species will continue to contribute positively to the Liverpool City Region. Local Plan policies NH2 ‘Protection and enhancement of nature sites, priority habitats and species’ and NH3 ‘Development in the Nature Improvement Area’ reflect Sefton Council’s commitment to working with partners to enhance this contribution.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 3</b>	<b>The impacts of the Sefton Local Plan and other Local Plans or Core Strategies of neighbouring, Liverpool City Region and other authorities on the designated nature sites of international importance on the Sefton Coast and elsewhere.</b>
What is the nature of the strategic issue?	The Habitats Regulations Assessments (HRA) of the adopted Halton Core Strategy, St Helens Core Strategy, and West Lancashire Local Plan and emerging the Liverpool, Knowsley and Wirral Local Plans – and that of the Sefton Local Plan – identify both the potential for recreation pressure to adversely affect the integrity of the internationally important nature sites on the Sefton Coast and mitigation measures. They also recognise the need for development across the Liverpool City Region and beyond to avoid adverse impacts on internationally nature sites across the City Region and beyond. The above adopted and emerging Local Plans set out a commitment to joint working to help mitigate these potential impacts.
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Liverpool City Region local authorities</li> <li>• West Lancashire Borough Council</li> <li>• Natural England</li> <li>• Natural Resources Wales</li> <li>• Marine Management Organisation</li> <li>• Merseyside Environmental Advisory Service (MEAS)</li> </ul>
How has this cooperation been carried out?	<p>The Liverpool City Region local authorities and West Lancashire agreed to use the same consultants (Scott Wilson, who became first URS then AECOM) to provide specialist Habitats Regulations Assessment advice. These consultants also carried out the HRA of the joint Merseyside and Halton Waste Local Plan. Since 2013 the City Region authorities, with the exception of St Helens who were further advanced in the preparation of its Local Plan, have, through the auspices of Merseyside Environmental Advisory Service, jointly commissioned AECOM to carry out HRA work.</p> <p>The City Region authorities and West Lancashire have for a number of years held officer level meetings specific to HRA, including the need to make sure there are no adverse effects international nature sites as a result of development in their areas, notably due to increased recreational pressures on the Sefton Coast. These meetings are ongoing.</p> <p>In part reflecting this, the emerging and adopted Local Plans for the Liverpool City Region local authorities and West Lancashire include a commitment to joint working with each other, Natural England and other relevant partners to maintain the integrity of international nature sites, including those outside their areas such as the Sefton Coast. This is line with the recommendations of HRAs of the respective plans. In future this will require a more formal framework or strategy for monitoring and managing recreational access across the City Region, to take a strategic approach to managing access to European sites. Natural England</p>

Sefton Local Plan – Duty to Cooperate Statement (July 2015)

<p><b>Framework Strategic Priority E</b></p>	<p><b>Climate change and natural and historic environment</b></p>
<p><b>Strategic Issue 3</b></p>	<p><b>The impacts of the Sefton Local Plan and other Local Plans or Core Strategies of neighbouring, Liverpool City Region and other authorities on the designated nature sites of international importance on the Sefton Coast and elsewhere.</b></p>
	<p>is commissioning work on recreational disturbance to the City Region’s internationally important nature sites to inform any future strategy.</p> <p>Sefton Council met with Natural England in autumn 2014 regarding nature issues in the Local Plan including specific HRA issues such as recreational pressure and loss of ‘supporting habitat’. In 2014 the Council liaised closely with Natural England and Natural Resources Wales regarding these issues, and contacted the Marine Management Organisation.</p> <p>Sefton has formally consulted with neighbouring authorities, other Liverpool City Region authorities, Natural England and Natural Resources Wales and the Marine Management Organisation on the preparation of the Local Plan.</p> <p>Sefton is a partner in Nature Connected, the Local Nature Partnership. Sefton was the local authority representative on the Nature Connected board, following the Partnership’s inception.</p> <p>More generally, Sefton Council has played a leading role in the Sefton Coast Partnership (formerly the Sefton Coast Management Scheme) since its inception in 1978, a partnership which includes Natural England, the Environment Agency, local landowners such as the National Trust and other organisations. The Partnership has prepared the Integrated Coastal Zone Management Plan. Sefton played a lead role in updating the Beach Management Plan. Sefton is currently working with partners to update these.</p>
<p><b>Outcomes</b></p>	<p>Stronger working arrangements have been developed between Sefton, Natural England and Natural Resources Wales.</p> <p>The Liverpool City Region local authorities, together with Merseyside Environmental Advisory Service, West Lancashire Borough Council, Natural England and Natural Resources Wales are committed to continued cooperation and partnership working to protect the integrity of internationally important nature sites across the City Region and beyond, and notably against recreation pressure on the Sefton Coast. This commitment is reflected in on-going officer level meetings and joint working, and in their adopted or emerging and Local Plans and their accompanying Habitats Regulations Assessments.</p> <p>For Sefton, the Local Plan states the Council’s commitment to managing visitor pressure on the internationally important nature sites on the Sefton Coast through mechanisms such as the Sefton</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 3</b>	<b>The impacts of the Sefton Local Plan and other Local Plans or Core Strategies of neighbouring, Liverpool City Region and other authorities on the designated nature sites of international importance on the Sefton Coast and elsewhere.</b>
	Coast Partnership, Coast and beach management plans, and through protection, management and enhancement of public open space away from the Coast. It notes that local authorities in the City Region, Natural England and other partners continue to work together to manage visitor pressure on the Sefton Coast, and that in future this will require a more formal framework or strategy for monitoring and managing recreational access across the City Region; to take a strategic approach to managing access to European sites. These chapters also set out the Council’s wider commitment to protecting the integrity of internationally important nature sites outside Sefton, for example Liverpool Bay Special Protection Area. Local Plan policy NH2 ‘Protection and enhancement of nature sites, priority habitats and species’ is the most relevant. Policy NH5 ‘The Sefton Coast and development’ focuses on protecting and enhancing coastal processes, landforms and habitats and managing coastal change.
Impact on neighbouring authorities and duty to cooperate bodies	Sefton Council, the other Liverpool City Region authorities and Merseyside Environmental Advisory Service, West Lancashire Borough Council, Natural England and Natural Resources Wales are co-operating to make sure that there are no adverse impacts on the internationally important nature sites in their areas and beyond, including those on the Sefton Coast.



**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 5</b>	<b>The impacts of the Local Plan on flood risk in neighbouring authorities and the rest of Liverpool City Region</b>
What is the nature of the strategic issue?	<p>Most of Sefton is within the Alt-Crossens catchment. The River Alt and its tributaries form part of the boundary between Sefton and West Lancashire. They flow through Knowsley and Liverpool before flowing through southern and eastern Sefton and entering the sea via Altmouth Pumping Station at Hightown. The watercourses of the Crossens flow through West Lancashire and Sefton before entering the sea at Crossens Pumping Station adjacent to the Sefton boundary, immediately north of Southport. While parts of Sefton are subject to risk of river, tidal, canal and other sources of flooding, surface water is the most significant flood risk in Sefton.</p> <p>Parts of Bootle and south Sefton are within the Lower Mersey/Mersey Estuary catchment. Other than the River Mersey there are no cross boundary rivers.</p> <p>The main strategic issues are making sure that development in other districts does not increase ‘downstream’ river flood risk in Sefton, and that development close to the borough boundary in Sefton, Liverpool, Knowsley or West Lancashire does not increase surface water flood risk locally.</p> <p>The Council has worked jointly with other north west and north Wales local authorities, the Environment Agency and others in preparing the Shoreline Management Plan.</p>
Who are the relevant duty to cooperate bodies or other key partners?	<ul style="list-style-type: none"> <li>• Neighbouring local authorities and those in the rest of the City Region</li> <li>• Other north west and north Wales local authorities</li> <li>• Environment Agency</li> <li>• The Canal and River Trust</li> <li>• United Utilities</li> </ul>
How has this cooperation been carried out?	<p>While Knowsley and Sefton Councils jointly commissioned a Strategic Flood Risk Assessment (SFRA) in 2009, Sefton updated the SFRA in 2013 and also commissioned the SFRA of ‘Additional sites’ submitted at the Preferred Options stage in 2014.</p> <p>It also commissioned the These SFRAs closely involved the Environment Agency, and both the Environment Agency and United Utilities had the opportunity for informal comment on the draft SFRA. Both the Environment Agency and United Utilities (and Sefton Council’s flood and coastal erosion risk management and planning services) were on the Steering Group of the Sefton Surface Water Management Plan (2011). As surface water is the most significant sources of flood risk in Sefton, the Surface Water Management Plan informed the SFRA and through this plan</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<p><b>Framework Strategic Priority E</b></p>	<p><b>Climate change and natural and historic environment</b></p>
<p><b>Strategic Issue 5</b></p>	<p><b>The impacts of the Local Plan on flood risk in neighbouring authorities and the rest of Liverpool City Region</b></p>
	<p>making, policy development and the site selection process.</p> <p>The Council has had ongoing liaison, including officer level meetings, with both the Environment Agency and United Utilities regarding the site selection process and policy wording in the Local Plan. The Environment Agency, United Utilities and the Council’s flood risk and coastal erosion risk management specialists gave presentations to the Member Infrastructure Working Group in 2014.</p> <p>Sefton has formally consulted with neighbouring authorities, other Liverpool City Region authorities, the Environment Agency, United Utilities the Canal and Rivers Trust, Natural England and Natural Resources Wales on the Local Plan. This has included more detailed liaison with Knowsley and Liverpool about the management of cross boundary flooding.</p> <p>The Council has worked jointly with other north west and north Wales local authorities, the Environment Agency and others in preparing the Shoreline Management Plan. For many years the Council has been active within the North West and North Wales Coastal Group and is the current chair of the Liverpool Bay sub group.</p> <p>More generally, regular, frequent officer level ‘Making Space for Water’ meetings are held, involving the Council’s planning, flood and coastal erosion risk management and emergency planning services, the Environment Agency, United Utilities and Canal and Rivers Trust, and the Merseyside Flood Co-ordinator. There has also been liaison regarding implementation of the Sustainable Drainage System Approving Body (SuDS/SABs) provisions of the Flood and Water Management Act 2010. Sefton Council, West Lancashire Council and United Utilities have been involved in the preparation of the Environment Agency’s Lower Alt with Crossens Pumped Drainage Strategy.</p>
<p><b>Outcomes</b></p>	<p>Stronger working arrangements have been developed between the Council (notably its planning and flood and coastal erosion risk management services), the Environment Agency and United Utilities regarding flood risk management and infrastructure, in operational terms and in terms of the Local Plan. This has, and will continue to make these organisations and Sefton Council aware of the processes each has to go through and enable respective plans and strategies to align. United Utilities and the Environment Agency have provided information to Sefton that has supported the level of growth proposed in the Local Plan, taking into account growth proposals of other local authorities in the Liverpool City Region.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 5</b>	<b>The impacts of the Local Plan on flood risk in neighbouring authorities and the rest of Liverpool City Region</b>
	<p>No objections to the Local Plan have been received from neighbouring authorities, the Environment Agency, United Utilities, Natural England or Natural Resources Wales in relation to these matters.</p> <p>With the support of the Environment Agency and United Utilities, the Local Plan policies have been refined to enable development within an appropriate timescale and without negatively affecting issues of flood risk, surface water drainage or water supply.</p>
Impact on neighbouring authorities and duty to cooperate bodies	Given the wording of policy EQ8 ‘Managing flood risk and surface water’ and NH4 ‘The Sefton coast and development’, it is considered that there are no impacts on neighbouring authorities and duty to cooperate bodies.

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

Framework Strategic Priority E	Climate change and natural and historic environment
Strategic Issue 6	The safeguarding of mineral resources in neighbouring authorities and the rest of Liverpool City Region
<p>What is the nature of the strategic issue?</p>	<p>Sefton has no active aggregate or industrial mineral extraction sites or any known resources considered likely to be commercially viable during the period covered by the plan, and so has no defined mineral safeguarding areas. However, the Port of Liverpool and Sefton’s transport infrastructure facilitates the landing and transshipment of minerals, including aggregates from marine and onshore sources. Also, Sefton has a number of active materials’ recycling facilities that supply recycled and substitute materials to the construction market.</p> <p>There is no current energy mineral extraction within Sefton. However, active oil and gas fields are present offshore, coal measures are present in neighbouring authorities and Sefton is within the area identified as having potential for the presence of potentially viable shale oil and gas resources.</p> <p>Current licences for onshore oil and gas exploration cover parts of Sefton, whilst other licenses are due to be awarded by government in 2015. Licences are for oil and gas and do not distinguish between conventional and unconventional (such as shale gas) extraction. They are awarded nationally in blocks and are not subject to influence or control by the Local Plan.</p>
<p>Who are the relevant duty to cooperate bodies or other key partners?</p>	<ul style="list-style-type: none"> <li>• Liverpool City Region authorities</li> <li>• Warrington Borough Council</li> <li>• West Lancashire Borough Council</li> <li>• Greater Manchester authorities</li> </ul>
<p>How has this cooperation been carried out?</p>	<p>The six Liverpool City Region authorities have cooperated in establishing a joint evidence base for minerals planning in the City Region, which has supported the development of a minerals policy framework.</p> <p>Merseyside Environmental Advisory Service (MEAS), on behalf of the six Liverpool City Region local authorities contracted Greater Manchester Geological Unit (GMGU), part of the Urban Vision Partnership, to establish this City Region wide minerals evidence.</p> <p>Sefton maintains its commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party. Together with the other authorities of Merseyside, it is within an aggregate apportionment sub-region with Warrington and the Greater Manchester authorities and, is working with them to deliver a joint Local Aggregate Assessment, in accordance with paragraph 145 of the Framework. This is a principal component of the evidence base to inform Sefton’s future role in facilitating the appropriate supply of aggregate minerals.</p>

**Sefton Local Plan – Duty to Cooperate Statement (July 2015)**

<b>Framework Strategic Priority E</b>	<b>Climate change and natural and historic environment</b>
<b>Strategic Issue 6</b>	<b>The safeguarding of mineral resources in neighbouring authorities and the rest of Liverpool City Region</b>
Outcomes	Local Plan policy NH8 ‘Minerals’ sets out the Council's approach to minerals extraction and to safeguarding the Port of Liverpool and strategic rail freight links suitable for the movement of minerals from inappropriate development, safeguarded in the interests of facilitating the continuing supply of minerals.
Impact on neighbouring authorities and duty to cooperate bodies	The Council is aware of no outstanding concerns from other authorities to the Local Plan’s approach to minerals extraction and safeguarding the key infrastructure for the movement of minerals.

## **Appendix 1: Minutes from Liverpool City Region Duty to Cooperate Meetings (2014-2015)**

Duty to Cooperate and joint working meetings are attended by representatives of the 6 Greater Merseyside LPAs and West Lancashire, Merseytravel and the Merseyside Environmental Advisory Service (MEAS), the Liverpool Local Economic Partnership (LEP) as well as other organisations eg utility providers by invitation to discuss specific issues affecting the Liverpool City Region area.

The meetings take two forms and are attended by either Development Plan Officer's (DPO's) or Planning Policy Managers (PPM's).

### **DPO's 24-04-2014**

#### **13. Any Other Business**

Sub Regional Strategic Housing Market Assessment (SHMA) note from Planning Policy Managers – a note from the meeting on approaches to sub regional SHMA - was circulated with the agenda. Four issues identified in the note were: difficulty in agreeing timing given all at different stages; first stage is to check if housing market areas have changed; need to link to employment needs analysis; beyond the SHMA a Green Belt review may be required. DPO's agreed that Spring 2016 would be the earliest such work could be carried out making use of 2014 based projections which should be available in May 2016. DPO's also agreed that a review of the housing market areas could be carried out immediately before this and that a Green Belt review would follow a full SHMA in each identified housing market area.

**Action: Sefton to prepare a position statement on the Sub Regional SHMA with the above recommendations from DPO's which shall be tabled to the next available Housing and Spatial Planning Coordination Group**

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### **PPMs 20-05-2014**

#### **4. Planning Policy Managers Work Programme/ Task List from DPOs/DTC**

##### **a) LCR Duty to Co-operate:**

St Helens - the last PPMs concluded that a launch event for the Liverpool City Region Duty to Co-operate Officer Group would be useful. PAS (the Planning Advisory Group) are keen to assist, using the LCR group as a pilot.

St Helens - will be hosting a telecon with PAS on Friday 23.05.14 at 1:30pm and invited feedback from all to help agree the programme.

Sefton - highlighted that the LEP Superport Study was crucial and recommended that it should be the main item for discussion.

Knowsley - suggested that linking the SHMA, Employment Land and Green Belt Review studies across LCR should be looked at.

West Lancashire - stated that Alasdair Cross (Halton) had requested consideration be given to involving Members in this process.

St Helens - to circulate a list of invitees and dates/regularity of meetings following input from PAS.

Liverpool - to seek room availability at Liverpool CC once PAS have identified suitable dates.

b) Sub Regional SHMA:

Sefton - queried the accuracy of minutes from DPOs 24.04.14 (item 13). AY understood that DPOs had agreed that the first piece of work would be to look at establishing Housing Market Areas. Secondly that the group would wait on conducting a sub-regional SHMA itself until the 2014-based household projections were released in Spring 2016.

Sefton - to write a note to DPOs to feed into the LCR Spatial Planning and Housing Board, setting out the scope of the first piece of work, i.e. getting consultants to provide an independent view on Housing Market Areas.

Sefton - to seek views from consultancies on rough price.

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**DPOs 05-06-2014**

A note was circulated by Sefton providing an outline of a sub-regional approach to undertaking a City Region SHMA.

Wirral raised concerns about the timing of such work and should be much later. Stage 1 should be later and immediately before stage 2.

St Helens suggested a change in wording regarding Stage 3 and the Green Belt with a qualification added "subject to agreement between all authorities".

West Lancashire agreed with Wirral that they had no immediate rush to pursue this.

Halton felt that Halton needed the work doing as soon as possible when the Census data is available.

West Lancs said they had asked ONS for Travel to Work data release date and have received a response but it wasn't definitive.

**Action: Sefton to redraft note and amend wording to reflect timescale changes of Stage 1 running immediately before Stage 2 and qualification regarding Green Belt.**

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**PPMs 01-07-2014**

**4. Planning Policy Managers Work Programme/ Task List from DPOs/Duty to Co-operate**

a) LCR Duty to Co-operate:

St Helens – the PAS event was scheduled for 11.7.14. PAS will circulate pre-event homework.

Sefton – raised concern regarding Peel Holding interest in LEP study. DtC could be affected. Peel claiming changes in economic demand structure post 2012. LEP growth plan identifies need for new sites, DtC work needed to select optimum locations. Rail connection would be beneficial.

Knowsley – Peel have bought large site in Knowsley, currently allocated for waste.

Sefton – one of the additional sites being consulted up on was owned by Peel.

b) Sub Regional SHMA:

Sefton circulated a position statement on Sub-Regional SHMA work. Comments to be submitted by 8.7.14. The report to next DPOs will recommend a possible 3 stage programme:

1. Housing Market Area Review
2. Sub regional SHMA
3. Sub regional Green Belt Study

Knowsley agreed that there could be benefits in undertaking the HMA and SHMA together.

Sefton agreed that this could avoid any professional conflicts and could be commissioned as sequential but linked pieces of work.

Wirral felt that stage 3 could be controversial and stronger wording on agreement of all authorities may be needed.

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**PPMs 12-08-2104**

**5. Planning Policy Managers Work Programme from DPO's.**

a) LCR Duty to Co-operate (in regard to the event and paper by PAS).

Possible topics for the process:

The LEP are doing a City Region Freight Study but it is currently stalled due to governance issues. If it is resurrected it could inform the process.

It was thought that once every quarter this topic could be discussed. As far as the process is concerned it is difficult to see how we could demonstrate the Duty to Co-operate without a piece of work on the City Region, perhaps on freight and logistics, jobs growth etc.

There are issues such as where does the LEP come in on this process. West Lancashire commented that in Lancashire the LEP are represented at every PPM's meeting.

Possible topics could be a Super Port Study, Housing; the SHMA and SLIPs sites, links to employment.

It was discussed that other stakeholders to invite could be Lancashire CC, Wigan or (Association of Greater Manchester Authorities (AGMA), Warrington, Cheshire West, Transport for Greater Manchester (TfGM).

St Helens will draft a report for DPO's.

b) Sub Regional SHMA (etc)

As discussed already, the topics and process should be a DPO's decision.



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**DPOs 29-08-14**

### **3. Duty to Co-operate**

St Helens presented a report on the approaches to Duty to Co-operate following the workshop facilitated by the Planning Advisory Service on 11th July 2014. The report recommends that a more considered approach to strategic planning matters needs to be adopted to benefit all in the City Region and our neighbours. Current approaches of each authority individually pursuing Duty to Co-operate matters is felt to be weak and PAS have noted that the Inspectorate are setting the bar even higher on meeting the Duty. It is also important to stress that the DTC must not be seen as a means to an end in itself and that ongoing joint working on strategic planning matters is the key. Of particular concern was the lack of a city region strategic planning role involving key members and Chief Officers. Following discussion of the recommendations presented in the report DPO's agreed the following:

**That a report be forwarded to the Housing and Spatial Planning Board to approve the following:**

- 1. That a LCR Strategic Planning Working Group be established with the remit of focusing on strategic planning and joint working matters**
- 2. That the LCR Strategic Planning Group be formed from the core of Planning Policy Managers plus other invitees as listed in Appendix A**
- 3. That the first LCR Strategic Planning Group would be a joint session with DPO's to establish the role, remit and key issues to be addressed**
- 4. That alternate PPM's be dedicated to the Liverpool City Region Strategic Planning Group**
- 5. That recommendations from the LCR Strategic Planning Working Group be reported to DPO's and then to Housing and Spatial Planning Board and the Combined Authority as appropriate**
- 6. That work is commenced on a Spatial Priorities Plan to support the SLIP and provide a statement of those spatial planning matters that are agreed upon. This work to be delegated to the LCR Strategic Planning Working Group**

**Action: St Helens to prepare report and Mark Dickens will present to the Housing and Spatial Planning Board (HSPB)**

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### **4. Sub Regional Strategic Housing Market Assessment**

Sefton presented a revised report on a future approach to the Sub Regional SHMA which outlined a 3 stage approach. Stage 1 would be a housing market area review which would be commissioned in late 2015 / early 2016. This would be followed by stage 2, a sub-regional SHMA, which could be commenced in mid-2016 and completed by late 2016 / early 2017. The final stage would be a sub-regional Green Belt study.

Halton expressed concern about the timescales as they required an immediate re-assessment of its housing figure given the impact of latest household growth projections. Liverpool explained that they were in similar position and were already pursuing a study. Elsewhere, St Helens are happy with

their housing figure and are prioritising work on site allocations as a matter of urgency therefore they do not want to wait for a study and the timescale outlined would suit. West Lancashire were happy with the timescales but identified that there would be no perfect time for the joint work to be undertaken given that we are all in different positions.

Sefton also outlined the need for the work to be jointly with an examination of employment land and in particular looking at the impact of Superport.

**DPO's agreed the following:**

- 1. That there was agreement in principle to undertake the SHMA work**
  - 2. That individual authorities would need to undertake separate pieces of work to cater for their own circumstances**
  - 3. That any individual pieces of work would agree methodologies and keep other authorities involved via the LCR Strategic Planning Working Group**
  - 4. That there was agreement in principle to undertake a linked employment study particularly focusing on the impacts of Superport**
- 

**PPMs 04-11-2014**

**4. Discussion items and PPMs work programme from DPOs:**

a) Liverpool City Region Duty to Co-operate

St Helens summarised the report that went to the Housing and Spatial Planning Board.

This was followed by a short discussion held over the nature of Duty to Co-operate. It was agreed that the next PPMs meeting should be devoted to Duty to Co-operate with every other meeting thereafter.

The first meeting should scope priorities. Initial strategic priorities were: housing and Objectively Assessed (Housing) Needs (OAN), employment, spatial priorities and Green Belt. The need for additional attendees was also raised. St Helens to prepare an agenda for the next meeting.

b) Sub-regional SHMA

Discussion held over the timing of its production and implications this would have for each district which are at different stages in their plan preparation. This presents a dilemma as a suitable timescale for all is unlikely to be found. It was considered that any agreement and decision over timing would need to be made by the DPOs.

Assuming a timetable could be agreed, the discussion turned to the need for careful consideration over preparing a brief to put out to tender representing the specific needs of the districts. Requirements for a sub-regional study brief to be added to the next PPM agenda for discussion under the Duty to Co-operate. St Helens to action.

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## **DPOs 21-11-2014 (no Sefton presence)**

### **2. Duty to Co-operate**

The paper which was presented to Housing and Spatial Planning Board was attached to the agenda papers. It was agreed that the Duty to Co-operate / Joint Working be delegated to PPM's who would identify the relevant topics for discussion and scope the Spatial Priorities Framework

**Action: St Helens to identify meetings of PPM's to deal with Duty to Co-operate matters**

### **3. LCR Housing and Employment Needs**

DPO's received a paper from West Lancashire. The paper outlined the need for a sub- regional study for housing employment and promoted a potential timeframe. The timeframe was of concern to most Districts – some would need something sooner and others would rather wait dependent on the stages of their Local Plans.

**DPO's agreed the following:**

**1. That there was agreement in principle to undertake sub-regional joint work**

**2. PPM's to look at timescales in more detail with a view to identifying a best fit time to commission such work – to report back to DPO's.**

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## **PPMs 16-12-2014**

### **5 Joint strategic planning / Duty to Co-operate**

#### **b) Objectively Assessed Needs**

Discussion held over the timing and production of a sub-regional assessment of OAN, looking at future housing and employment land requirements and the implications this would have for each of the districts who are all at different stages in their Local Plan preparation. Each authority was asked to identify a suitable timescale for the work– see Appendix B.

It was clear that without agreement and commitment at the DPO's and Member level to objectively assess housing and employment needs on a sub-regional basis, it would be very difficult to commission any work now that would not have the potential to undermine existing Local Plan timetables and evidence bases. When considering all of the authorities' responses, it would seem that the **earliest the work could commence would be mid/late 2016**, to allow for the work to fit in with existing Local Plan timetables.

Knowsley pointed out that, based on recent experience of joint evidence base studies, and taking into account the authorities' various approval mechanisms and committee cycles, preparation of a study brief and the appointment of consultants would take several months. Initial work on the proposed OAN assessment could thus start well before mid-2016 without undermining any Local Plan work.

It was suggested that the work could cost in the region of £30,000 per authority and it is likely that the technical work could take between 9-12 months, especially given the expected need for stakeholder engagement and a formal consultation stage (as was done by the London Plan SHMA).

Following the meeting St Helens has circulated two pro formas for all authorities to complete, in order to gather information on our current and future approaches to housing and employment matters in advance of any joint work. The aim is for all pro formas to be complete by Friday 16th January 2015 and a short note on the findings to be circulated and discussed at a future PPMs meeting and then sent to DPOs.

St. Helens, Halton and Warrington have been re-examining their housing market and functional economic market areas.

Liverpool are in the process of commissioning consultants to undertake an assessment of OAN, Employment Land and Open Space needs, the work is scheduled for completion in summer 2015.

#### c) Spatial Priorities Framework Scoping

A report to the Combined Authority in November 2014 outlined the City Region's proposals for devolved powers and funding.

Within these proposals were devolved planning freedoms, including the power to create a statutory spatial strategy for the City Region. An update report on the progress made with the proposals and outcome of initial discussions with Government is due to go to the Combined Authority in January. In light of the serious consideration being given to a statutory sub-regional spatial plan it was decided to stop work on the spatial priorities framework for now.

#### d) Special Meetings with other Duty to Co-operate Partners

There was a long discussion on how useful it would be to set up sub-regional meetings with infrastructure providers. It was agreed based on past experience, that there would be limited benefits to this, as most infrastructure is not managed at the sub-regional scale and meetings are more beneficial at the local level.

Links between health and planning were discussed and this was seen as an area that needed more established linkages.

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### **PPMs 27-01-2015**

#### **Joint Strategic Planning / Duty to Co-operate**

##### a) Joint OAN

- ☑ Paper 3 – draft HMA analysis;
- ☑ Paper 4a – housing questionnaire responses;
- ☑ Paper 4b – employment questionnaire responses;
- ☑ Paper 5 - LEP Economic Forecasts; and
- ☑ Appendix B to minutes of 16th December 2014 PPM.

Discussion held over the timing and production of a sub-regional assessment of OAN, looking at future housing and employment land requirements and the implications this would have for each of the districts who are all at different stages in their Local Plan preparation.

St Helens indicated that pro formas had been completed by all authorities apart from Sefton (these have since been submitted) in order to gather information on current and future approaches to housing and employment matters in advance of any joint work. Discussion held over Paper 3 - draft HMA analysis, which illustrates primary and secondary housing market relationships across the city region.

When considering all of the authorities' responses, it would seem that the earliest any Liverpool City Region OAN work could commence would be early 2016, to allow for the work to fit in with existing Local Plan timetables.

St. Helens, Warrington and Halton have been re-examining their housing market areas and are considering commissioning a joint Mid-Mersey SHMA and St. Helens are also considering commissioning an OAN employment study.

It was suggested that a formal agreement could be made to commission a LCR OAN housing and employment study (including analysis of the requirements for logistics) in early 2016. It was felt that the most appropriate step forward was to put the OAN study on the DPO's agenda and the issue of scope and timing could be agreed then. St Helens agreed to prepare a short note for DPO's on the scope, potential costs and timetable of a Liverpool City Region OAN study and circulate to the group for comment.

Paper 5 represents the latest forecasts produced for the LEP. St Helens requested these from the LEP as they do not seem to be publically available.

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#### **DPOs 26-02-2014**

### **3. Joint Working / Duty to Co-operate**

Sefton tabled a paper from Sefton which highlighted the importance of the joint working on not only housing matters but also employment land with particular regard to Superport. Ingrid Berry outlined the timetable for the production of the Sefton Local Plan and stated that it would be beneficial to them to have an agreement within the LCR and at the very least a partial agreement about commissioning the joint studies.

DPO discussed the difficulties regarding identifying a timescale given the circular debate that has occurred over the last few months between DPO and PPM's.

It was agreed that a statement confirming that the LCR intend to commission such work in the future should be prepared. St Helens outlined that such a paper was discussed at the last PPM's which would also provide a wider statement to assist all authorities moving forward particularly with regard to fulfilling the Duty to Co-operate at Examination.

Mark Dickens (St Helens) stated that he would discuss the route forward of where that paper would go with Mike Palin who is starting as St Helens Chief Executive in April. It is assumed he will take on Carole Hudson's previous role at Housing and Spatial Planning Board.

DH volunteered that Liverpool could lead on procurement of such work given their recent tendering exercise for their evidence base.

**Action: St Helens ask PPM to scope and draft a Statement**

**Action: Mark Dickens to speak to M Palin re the approvals process**

**Action: Liverpool to lead procurement of studies**

In the interim it was agreed to put the Spatial Priorities Plan on hold depending on the outcome of the studies

St Helens raised the issue of the Local Investment Plan and the need for updating of the sites and their identification on the plans. All agreed to contribute for their authorities.

**Action: St Helens to circulate plans for updating at next DPO's meeting**

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## **PPMs 10-03-2015**

### **6. Joint strategic planning/Duty to Co-operate.**

#### a) LCR Statement of Cooperation on Local Planning.

The draft structure and Leeds City Region example that was circulated by St Helens were discussed.

The discussion about the Leeds City Region Statement identified that the document needed to clearly identify the 'strategic matters', and doesn't take account of partners.

The document could set out that partners agree to work together on a regional employment study and SHMA.

All agreed it was important to identify the relevant geographies for each strategic matter, the manner of future cooperation and timescales.

The need for a commitment to joint work on a SHMA, employment land study and support study was agreed as critical and would not be prejudiced by work undertaken in advance by individual LCR authorities.

The Statement should be updated annually and monitored through DPOs and PPMs.

Strategic matters will be listed in a table with actions, with a "live" project Gantt Chart reviewed at each DPOs.

There should be a list of the key stakeholders and how they will be engaged.

#### **Action: All, the *agreed topic areas and respective authors:***

- Introduction – St Helens
- Background about each Local Plan
- Housing, Gypsy and Travellers – West Lancs.
- Economy – St Helens.

- Transport – Merseytravel/Halton.
- SuperPort – Sefton.
- Environment, minerals & waste, drainage, flood risks and SUDS, low carbon agenda – MEAS.
- Education/Skills/Colleges, social infrastructure, hospitals, utilities, broadband – Knowsley.
- Retail – Liverpool.

Also, each LPA is to prepare a paragraph about key issues in their area. Plan progress will use the live tables from PPMs.

Timescale: 2 to 3 weeks for a draft and comments.

**Action: All, have a Draft Statement of Cooperation by the next DPOs.**

Draft structure to be circulated by St Helens asap.

**DPOs 02-04-2015**

### **3. Joint Working / Duty to Co-operate**

Following discussions at DPO's on 26th Feb 2015 and the need to prepare a joint approach to Local Plan work in the LCR St Helens presented a report identifying the potential scope for a LCR Statement of Cooperation on Local Planning. The scope had been developed by PPM's at their meeting of 10th March 2015 making use of the Leeds City Region one which has been flagged up as best practice.

DPOs were supportive of the content and scope and the key concluding parts of a forward action plan for joint working were seen as very important. Missing issues were highlighted as: utilities particularly pipelines; heritage; and HRA matters.

SM identified the need to conclude this work as soon as possible given their submission date of end of July 2015.

DPO's also highlighted the importance of identifying a neighbouring authorities' protocol.

DPO's felt that the appropriate approvals process for the document would be for PPM to prepare the draft document for DPO's approval who would then send it onwards to the Housing and Spatial Planning Board.

**Action: St Helens ask PPM's to prepare drafts based on scope**

**Action: St Helens to identify timetable for production**

**Action: Mark Dickens to speak to Mike Palin re the approvals process**

## PPMs 05-05-2015

### 6. Joint strategic planning/Duty to Co-operate.

#### a) LCR Statement of Cooperation on Local Planning.

St Helens fielded discussion on preparation on a LCR Statement of Cooperation. All agreed on aim and purpose of document. Group suggested should take on status of Memorandum of Understanding and agreed political resolution by the various authorities would need to be sought. The inclusion of Cheshire West & Chester (CWaC) and Warrington as associated members was raised with suggestion to include them in circulation of draft.

Group members commented on their relevant assigned sections. Paul Slinn noted MEAS sections will be elaborated on. West Lancashire offered to refine content. They highlighted need for conciseness.

The timetable for progressing the document was discussed with an agreed aim to circulate draft sections by end of May in order to present draft to DPOs on 16<sup>th</sup> June.

**ACTION: ST HELENS to circulate timetable to group for production of statement.**

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## DPOs 21-05-2015

### 2. Joint Working / Duty to Co-operate

St Helens overviewed the progress with regard to the LCR Statement of Cooperation on Local Planning. St Helens confirmed that the scoping of the document had been undertaken and this was tabled for any further comments.

The timescale for the production of the document was agreed as follows:

- ☑ Drafting of individual chapters to be completed by Fri 5th June 2015
- ☑ Merged document to be completed by Friday 12th June 2015 and circulated to PPMs
  
- ☑ Comments on draft to be received by Monday 22nd June 2015
- ☑ Draft of document to be tabled at DPOs on 26th June 2015.

West Lancashire would be able to assist St Helens in the compiling of the final document.

**Action: St Helens and West Lancashire to compile draft Statement for DPOs**

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**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON FRIDAY 17 JULY, 2015. MINUTE NOS 16 AND 27 ARE NOT SUBJECT TO "CALL - IN."**

## **CABINET**

### **MEETING HELD AT THE TOWN HALL, SOUTHPORT ON FRIDAY 3RD JULY, 2015**

**PRESENT:** Councillor Maher (in the Chair)  
Councillors Atkinson, Cummins, Fairclough, Hardy,  
John Joseph Kelly, Lappin, Moncur and Veidman

**ALSO PRESENT:** Councillors Ball, Dawson and McGuire

#### **11. APOLOGIES FOR ABSENCE**

No apologies for absence were received.

#### **12. DECLARATIONS OF INTEREST**

The following declaration of pecuniary interest was made and the Member concerned left the room during the consideration of the item:

<b>Member</b>	<b>Minute No.</b>	<b>Nature of Interest</b>
Councillor Veidman	4 - Voluntary, Community and Faith Sector Review	His employer is affected by the proposals in the report

#### **13. MINUTES OF PREVIOUS MEETING**

##### **Decision Made:**

That the minutes of the Cabinet meeting held on 4 June 2015 be confirmed as a correct record.

#### **14. PUBLIC PETITION**

The Cabinet heard representations from Mrs Patricia O'Hanlon who had submitted a petition containing 27 signatures on behalf of the Maghull and Lydiate Action Group which stated: We are concerned that Sefton Council's Local Plan will result in Maghull and Lydiate losing virtually all its prime agricultural land and "We ask the Council to listen to the community, to re-examine Sefton Council's Local Plan and, above all, question the information supplied by Sefton Council officers in the formulation of this Local Plan."

In response to the representations made by Mrs O'Hanlon, Mr S. Matthews, the Local Plan Manager indicated that:

- The Local Plan had not been altered and it was proposed that the Plan agreed by the Council on 22 January 2015 be submitted to the Planning Inspectorate;
- A number of landowners had suggested 17 additional sites as proposed modifications to the Local Plan. These have not been included in the Plan, but would be considered by the Planning Inspector in due course;
- All of the submissions from objectors and landowners would be submitted to the Planning Inspector and published on the Council's website;
- The details of the requirement for 11,070 homes during the period of the Local Plan had been included in the report submitted to the Council meeting on 22 January 2015 which was available on the Council's website;
- Around half of the total supply of 11,070 homes was on brownfield sites. The Council had invited landowners and others on several occasions to suggest brownfield sites, which are capable of being developed, to be considered for inclusion in the Local Plan but the number of those sites submitted to the Council had fallen significantly;
- The additional sites submitted by a private company had not been included in the Local Plan by the Council but they would be examined by the Planning Inspector in due course; and
- Officers are required to produce an Infrastructure Development Plan and need to ensure that studies are undertaken to provide up to date information in the Local Plan

**Decision Made:**

That the petition be noted

**Reasons for Decision:**

The representations made by the Lead Petitioner were considered and responded to at the meeting.

**Alternative Options Considered and Rejected:**

None.

**15. COUNCIL OWNED SITES IDENTIFIED FOR HOUSING DEVELOPMENT IN THE LOCAL PLAN**

The Cabinet considered the report of the Director of Built Environment which sought approval to a Cabinet resolution to progress the disposal of number of Council owned sites which were identified for housing development in the draft Local Plan after the Local Plan was adopted. The Planning Inspector examining the Local Plan later this year would expect

there to be a formal commitment to develop Council-owned sites that are proposed to be allocated for development in order to show that the sites were genuinely available for development.

The report indicated that some of the sites were within the existing urban area, although others currently have a restrictive planning designation such as Green Belt or Urban Greenspace. The draft Local Plan proposed to change the designation of these sites to become 'housing allocations' where new residential development would be promoted. Some of the sites are former schools with playing fields and a current playing pitch study was assessing the Borough's future need for playing pitches. At the time of disposal, all sites would be subject to the Council's asset disposal policy and all other associated considerations

**Decision Made:**

That, subject to the playing fields contained within some of the sites not being needed following the completion of the Playing Pitch Strategy, approval be given to the disposal of the sites identified in Table 1, in Paragraph 1.6 of the report for housing development within the specified timeframe.

**Reasons for Decision:**

To ensure that the Council-owned sites identified in the report remain in the Local Plan supply of housing development sites.

**Alternative Options Considered and Rejected:**

None.

**16. SEFTON LOCAL PLAN: SUBMISSION DRAFT**

The Cabinet considered the report of the Director of Built Environment which provided an update of key issues arising from the publication of the Local Plan and changes which have taken place since then, prior to the Plan being submitted for examination. The Council on 22 January 2015 had resolved to approve the draft Local Plan for publication and then submission to the Secretary of State for examination unless there was any material change to circumstances. The Department for Communities and Local Government (CLG) had subsequently updated their household projections in February 2015 and further work had been carried out to assess the implications of these for Sefton. These projections had been anticipated, and it had been expected that the housing requirement figure contained in the draft Plan would be able to accommodate any modest change which might result from these updated projections.

The Cabinet also considered a supplementary report of the Director of Built Environment which indicated that over the full 25 year period 2012-2037, the 2012-based household projections published by the CLG in

February 2015 projected annual household growth in Sefton of 533 per annum. This was a significant increase on the previous 2011-based (Interim) projections of 400 per annum between 2011 and 2021, and the 2008-based household projections of 323 per annum between 2008 and 2033. When comparing the 2012-based household projections of 533 per annum with the 2008-based projections of 323 per annum, this was a 65% increase, which was one of the highest rises experienced by any authority in the country.

This unexpected rise related in large part to under-recording of population in Liverpool during previous population projections and the incremental net migration to Sefton arising there from. This only came to light as information from the 2011 Census fed through into the most recent projections. This had been compounded by an ageing population and other trends in household formation in Sefton which had resulted in a growth in smaller households. The cumulative effect of all of these various factors had been significantly higher levels of household growth in the Borough than shown in previous household projections.

The Council's consultants NLP had previously calculated the level of "objectively assessed needs" for housing in Sefton and they had updated their analysis to take account of the latest household projections. However, any update of this kind had to reflect the latest employment forecasts, as required by paragraph 158 of the National Planning Policy Framework. These employment forecasts, and the consequent labour supply implications, had also gone up significantly since earlier forecasts which were reflected in the housing land requirement contained in the draft Local Plan.

The supplementary report set out three potential options as to how the Council might respond to the updated analysis of objectively assessed needs for housing in Sefton which had been produced after taking legal advice from Counsel.

Members of the Cabinet raised questions on the following issues referred to in the report and the Local Plan Manager, Mr S. Matthews responded to the issues as indicated below:

Why are the 2012-household projections so high and can the figures be challenged?

Response:

The projections have increased in large part to under-recording of population in Liverpool during previous population projections and the incremental net migration to Sefton arising therefrom. This only came to light as information from the 2011 Census fed through into the most recent projections.

The Council's consultants NLP have discussed the figures with the Department for Communities and Local Government and the Office for National Statistics.

What are the chances of Option 3 being accepted by the Planning Inspector?

Response:

It was considered that there was a 50/50 chance of the Inspector accepting the proposals set out in Option 3 of the supplementary report. It would depend on the Inspector's interpretation of Government guidance and the application of policy.

The employment forecasts and labour supply implications have gone up significantly. How will this impact on the current objectively assessed needs for housing?

Response:

The Council would need to review and update the Consequences Study and undertake further work to review the implications for new housing of the economic forecasts and related labour supply issues in the Local Plan.

All local authorities have a duty to co-operate. What is the possibility of some of the neighbouring authorities taking up some of the extra household need?

Response:

Discussions would need to be held with officers of the Liverpool City Region authorities and West Lancashire Borough Council to explore the potential for addressing those needs which cannot be met in Sefton through sub-regional housing and employment studies, and a subsequent Green Belt study.

A Cabinet Member enquired how the Council would communicate the message to objectors and other interested parties that the Department for Communities and Local Government (DCLG) had increased the household projections and the Leader of the Council responded that the only way forward at this stage was to accept the proposals set out in Option 3 of the supplementary note and that following the Council meeting the full impact of the increased household projections and the proposed action to be taken be communicated to objectors, other interested parties and the public .

**Decision Made:**

- (1) the report and supplementary report be noted; and
- (2) the Council be recommended to:
  - (i) submit the Local Plan for examination using the current agreed objectively assessed needs for housing of 615 a year;
  - (ii) commit to an immediate review of the draft Plan;

- (iii) as part of the Duty to Co-operate, collaborate with the other Liverpool City Region authorities to carry out a sub-regional Housing study, Employment study and Green Belt study; and
- (iv) urgently review and update the 'Consequences Study', and undertake further work reviewing the economic forecasts and related labour supply issues

**Reasons for Decision:**

To brief Members on the issues arising from the publication of the draft Local Plan and the change of circumstances on the household projections since the Plan was published.

**Alternative Options Considered and Rejected:**

Not to brief Members, and to submit the Plan direct to Secretary of State. However, it was considered important to alert Members to the change of circumstances on the household projections as set out in Section 6 of the report.

**17. VOLUNTARY, COMMUNITY AND FAITH SECTOR REVIEW**

Further to Minute No. 48 of the meeting held on 15 January 2015, the Cabinet considered the report of the Director of Corporate Services which provided details of the review undertaken by officers of the services commissioned by the Council from the Voluntary, Community and Faith (VCF) Sector.

The report indicated that in broad terms, those services can be categorised by the following themes: Adult Health and Wellbeing; Children, Young People and Families; Information, Advice and Advocacy; Education, Training and Employability; and Faith and Worship.

It was proposed that discussions be held with the VCF organisations, and in the context of the proposals set out in the report, those discussions would explore the dependencies and interdependencies of proposals in terms of individual organisational impact, including the sustainability of the organisation, other sources and funding, as well as the use of Council funding to match for these funding sources. They would also include the following considerations:-

- The services offered by the organisations in terms of key themes of support e.g. domestic violence, mental health, children's services, social isolation and advocacy.
- The locality presence of the organisations in terms of providing community access to service provision within locality area either by direct provision or by hosting provision.
- Organisational leadership in terms of facilitated development of community capacity and capability and the promotion of community resilience. The discussions would also include funding provided to the VCF sector from the

INITIAL DRAFT FOR DISCUSSION AT PPMS ON 28 JULY 2014

## **Proposed Memorandum of Understanding: Liverpool City Region Strategic Housing and Employment Land Market Assessment (LCR SHELMA)**

### **Proposal for District Planning Officers**

#### **Context**

##### National Policy Requirements

The National Planning Policy Framework (NPPF), National Planning Practice Guidance (PPG) and recent Inspector's recommendations regarding Local Plans at examination all point to the requirement for comprehensive housing and employment land needs assessments to be undertaken across the full housing market area and the functional economic market area in order to identify a Borough's objectively-assessed needs for both housing and employment land. Much discussion has taken place at PPMs and DPOs over the past 18 months on how a joint Strategic Housing Market Assessment (SHMA), incorporating employment land need, could be undertaken in the Liverpool City Region (LCR), but no formal endorsement, complete with agreed timescales, has yet been sought from each authority, or from the LCR Housing and Spatial Planning Board / Combined Authority.

It is recognised that there will never be a timescale for this work that suits all authorities until after all authorities have prepared their Local Plans / Site Allocations document, which is not likely until beyond 2017, but this does not remove the imperative to ensure that each authority is able to demonstrate that they have fulfilled the Duty to Co-operate on these strategic, cross-boundary issues (including co-operation between the elected members of each Authority) and is able to demonstrate that they have identified their objectively-assessed needs for new development in accordance with the NPPF and NPPG as they bring forward their Local Plans and Site Allocation documents to examination.

##### Current situation

Currently, Liverpool, Sefton and Wirral are working towards the preparation and publication of their Local Plans, while Halton, Knowsley and St Helens are (or will shortly be) preparing their Site Allocations documents. It should be noted that West Lancashire's Local Plan, which included site allocations, was adopted in 2013. For all plans under preparation, an examining Inspector will need to see up-to-date evidence as to what each Borough's objectively-assessed housing need is, based on a SHMA that covers an appropriate housing market area. In addition, it is required that any objectively-assessed housing need shows consideration to the influence of economic growth and employment projections on housing need.

To prepare this up-to-date evidence, some authorities (or groups of authorities) are currently undertaking their own SHMAs and, in some cases, employment land assessments. Liverpool, Sefton and Wirral are each preparing their own SHMA based upon a housing market area that matches their own boundaries, with Liverpool also undertaking an employment land assessment and Sefton and Wirral are both incorporating economic growth projections to inform their objectively-assessed housing need. St Helens, Halton and Warrington have recently also commissioned a Mid-Mersey SHMA to cover their joint areas.

The concern with this approach is that each SHMA can be undertaken by a different consultant (Sefton and Wirral have appointed Nathaniel Lichfield and Partners (NLP), Liverpool and the Mid-Mersey authorities have appointed GL Hearn) and each consultant uses a different methodology to identify an objectively-assessed housing need. This can cause inconsistency. In addition, the latest 2012-based CLG household projections, which the NPPF and PPG state must form the starting point for assessing objectively-assessed housing needs, incorporated a very significant change to calculating migration from Liverpool to surrounding authorities that impacts these assessments, arising from the results of the 2011 Census. Ultimately however, the key issue is that each authority undertaking their own SHMA results in each authority calculating their objectively-assessed housing need somewhat in isolation, which results in a limited ability to assess how these different SHMAs come together and whether the sum of the parts is reasonable and actually reflects what is happening across the LCR.

### Potential solution

As such, it is imperative that the planning authorities within the wider housing market area(s) and functional economic market area of the LCR work together at the earliest opportunity on a Strategic Housing and Employment Land Market Assessment (SHELMA) to inform the Local Plans and Site Allocation documents currently in preparation, or run the risk that their individual evidence base be undermined at Examination or each authority be found to have failed the Duty to Co-operate.

Such a piece of work will also provide the up-to-date evidence to inform a discussion between the LCR planning authorities on a strategic spatial planning framework for the LCR that provides co-ordination and agreement on how the LCR will grow spatially, and how much housing and employment land each authority will need to deliver in order to achieve this growth. This will directly inform and enable the work of the Combined Authority and the LEP on transport infrastructure and economic development, most notably the Superport proposals.

This work may also provide the basis for consideration of the feasibility of a future joint Local Plan between some or all of the LCR authorities, or a Local Plan prepared by the LCR Combined Authority (subject to the devolution of relevant powers).

### **Proposal**

Within this context it is proposed that a Strategic Housing and Employment Land Market Assessment (SHELMA) is commissioned by Halton, Knowsley, Liverpool,



Sefton, St Helens, West Lancashire and Wirral Councils as soon as possible to identify the following:

- The nature and geography of the housing market areas and functional economic market areas / travel to work areas within the Liverpool City Region;
- A projection for job creation in the City Region as a result of the anticipated economic growth, especially in light of the Superport proposals, utilising Experian, Oxford Economics and Cambridge Econometrics forecasts and any other relevant evidence;
- A projection for employment land need across the City Region (or by travel to work areas), to address the need to provide sufficient land to facilitate the anticipated economic growth and Superport proposals;
- A projection for housing need across the City Region (or by housing market area) based upon the latest CLG Household Projections, factoring in local demographic / migration circumstances, historic unmet housing need and the impact of economic growth; and
- Options as to how the employment land and housing need across the City Region could be divided between the seven authorities purely on the basis of demographics and economic growth projections, to form the basis of discussion between the LCR authorities on a strategic spatial planning framework.

The attached flow diagram (Appendix 1) provides a simplified picture of the process by which housing and employment land needs could be derived, and how they inform one another, which reflects the above and the guidance provided in the NPPG<sup>1</sup>. However, the finer details of the methodology for the SHELMA would need to be finalised and agreed with the appointed consultant, utilising their experience and advice.

One key requirement of the SHELMA will be to incorporate, as far as is possible and appropriate, the work already being undertaken for Sefton, Wirral, Liverpool and the Mid-Mersey authorities by NLP and GL Hearn, so as to minimise impact on Local Plans that are currently being prepared.

It is proposed that the contributing authorities include at least all six LCR local authorities, along with West Lancashire Council. Additional authorities including Warring, Wigan and Cheshire West and Chester may also be approached to assess whether they want to be involved.

It is proposed that the commitment to undertake this work is formalised within a Memorandum of Understanding between the participating authorities. A draft of this Memorandum is attached (Appendix 2).

## Tasks and Timescales

Task	Timescale
LCR DPOs consider the proposal of LCR PPMs	August 2015

<sup>1</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/housing-and-economic-development-needs-assessments/>

LCR DPOs seek endorsement from the LCR Housing and Spatial Planning Board and West Lancashire Council's Cabinet to undertake the SHELMA	August 2015
Endorsement sought from the LCR Cabinet to undertake the SHELMA and Memorandum of Understanding signed by all authorities	September 2015
LCR PPMs to agree a scope of works for the SHELMA and prepare tender documentation	September-October 2015
Issue Invitation to Tender	November 2015
Commission successful consultant	December 2015
Consultant to identify the functional economic market area (and travel to work areas) of the LCR and the most appropriate housing markets to base SHELMA on	January-February 2016
Consultant to prepare projections for economic growth, job creation, employment land need and housing need for LCR as a whole	March-May 2016
Consultants to identify options for how employment land and housing need could be divided between the seven authorities based on demographic and economic growth analysis	June-August 2016
Draft SHELMA shared with LCR authorities	September 2016
Final SHELMA shared with LCR authorities	November 2016
Consideration of Next Steps by LCR authorities in relation to assessment of environmental constraints to inform options for meeting employment land and housing need across the LCR and potential LCR Strategic Spatial Planning Framework	January-March 2017

## Funding

The SHELMA will be commissioned from appropriately qualified external consultants.

The SHELMA should be funded equally by all participating Authorities, with the cost falling within the financial years 2015/16 – 2016/17 given that the study would be commissioned in 2015/16 and completed in 2016/17. Alternatively, given the financial constraints each Authority is currently facing, the Liverpool City Region LEP could be approached for funding given that the nature of this study would be beneficial to the aims of the LEP for economic growth in the City Region. The cost of the SHELMA will depend on the scope of works. An estimated cost will be available when PPMs undertake the preparation of the required tender documentation.

## Management and Governance

The approvals to undertake the SHELMA will need to be sought from the Liverpool City Region Combined Authority.

The LCR DPOs will be responsible for the management of the SHELMA. Consideration will need to be given to the nomination of a lead authority for procurement of the SHELMA.

### **Recommendations**

- 1) That DPOs approve the proposal and seek endorsement for the Memorandum of Understanding from the LCR Housing & Spatial Planning Board and West Lancashire Borough Council's Cabinet, before seeking endorsement from the LCR Combined Authority.
- 2) That PPMs are instructed to agree a scope of works for the SHELMA and prepare a draft tender document for consideration by DPOs at the earliest opportunity
- 3) That consideration is given to the availability of funding to prepare the SHELMA, the availability of resources to manage the commission and the nomination of a lead authority to manage the procurement process. .

LCR Planning Policy Managers, 28 July 2015

Contact: **XXXXXX**

# Appendix 1: Housing and Economic Needs Assessment Flow Diagram

## Housing Need

Latest ONS Household Projections



Sensitivity testing of household projections specific to local circumstances based on any alternative assumptions in relation to the underlying migration patterns, demographic projections and household formation rates



Assess level of historic unmet need in housing provision



Consider additional housing need based on projected economic growth and employment trends



**Identify total housing need for study area**

## Economic Needs

Project economic growth (in jobs), based on historic trends, market signals and standard economic forecasts



Consider how projected growth in jobs influences need for housing, taking into account migration, travel to work trends and existing level of unemployment



Translate growth in jobs into need for employment land (ha)



**Identify total employment land need (ha) for study area**



## **Appendix 2: Draft Memorandum of Understanding Memorandum of Understanding - Liverpool City Region Strategic Housing and Employment Land Market Assessment**

This **Memorandum of Understanding** is made the \_\_\_\_\_ day of \_2015.

### **BETWEEN:**

- (1) HALTON BOROUGH COUNCIL;
- (2) KNOWSLEY METROPOLITAN BOROUGH COUNCIL;
- (3) LIVERPOOL CITY COUNCIL;
- (4) SEFTON METROPOLITAN BOROUGH COUNCIL;
- (5) ST.HELENS METROPOLITAN BOROUGH COUNCIL;
- (6) WEST LANCASHIRE BOROUGH COUNCIL; AND
- (7) WIRRAL METROPOLITAN BOROUGH COUNCIL.

### **BACKGROUND:**

- (A) National Planning Policy and legislation sets the requirement for local authorities to cooperate on strategic and cross boundary matters, under the "Duty to Cooperate". The Liverpool City Region authorities have produced a Statement of Cooperation to identify the matters on which cooperation is required, and how this cooperation will be undertaken.
- (B) National Planning Policy and Guidance sets the requirement for comprehensive housing and employment land needs assessments to be undertaken to support the preparation of Local Plans. These needs assessments should account for full housing market area and functional economic market area geographies.
- (C) It is acknowledged that authorities within the Liverpool City Region, alongside West Lancashire, contain shared housing market areas and functional economic areas which overlap local authority boundaries. The preparation of robust and effective evidence of housing and employment land needs, which meets the requirements of National Policy and legislation, must acknowledge this geography.
- (D) In order to support the preparation of future statutory Local Plans and/or any future joint statutory Local Plan, it is proposed that a Strategic Housing and

Employment Land Market Assessment (SHELMA) is jointly commissioned by the above-mentioned local authorities.

IT IS AGREED as follows:

## **1. Definitions and Interpretations**

“Liverpool City Region” means the area covered by Halton, Knowsley, Liverpool, Sefton, St.Helens and Wirral Councils.

“Strategic Housing and Employment Land Market Assessment (SHELMA)” means the joint evidence with the scope outlined in (2).

“CLG Household Projections” means the latest sub-national household projections issued by the Department for Communities and Local Government.

“Superport” means the integrated cluster of logistics assets and expertise that will be associated with an enlarged post-Panamax container port at the Port of Liverpool.

“District Planning Officers” means the Heads of Planning of each of the Liverpool City Region Authorities.

“Planning Policy Managers” means the Local Planning managers of each of the Liverpool City Region Authorities.

“Housing and Spatial Planning Board” means the formal board which is a constituent part of the Liverpool City Region Combined Authority.

## **2. Scope of works**

The proposed Strategic Housing and Employment Land Market Assessment (SHELMA) will cover:

- The nature and geography of the housing market areas and functional economic market areas / travel to work areas within the Liverpool City Region;
- A projection for job creation in the City Region as a result of the anticipated economic growth, especially in light of the Superport proposals, utilising Experian, Oxford Economics and Cambridge Econometrics forecasts and any other relevant evidence;
- A projection for employment land need across the City Region (or by travel to work areas), to address the need to provide sufficient land to facilitate the anticipated economic growth and Superport proposals;
- A projection for housing need across the City Region (or by housing market area) based upon the latest CLG Household Projections, factoring in local demographic / migration circumstances, historic unmet housing need and the impact of economic growth; and

- Options as to how the employment land and housing need across the City Region could be divided between the seven authorities purely on the basis of demographics and economic growth projections, to form the basis of discussion between the LCR authorities on a strategic spatial planning framework.

### **3. Commencement and Termination**

The proposed Strategic Housing and Employment Land Market Assessment (SHELMA) will be commissioned by the end of 2015. The works will be completed by March 2017.

### **4. Funding**

The SHELMA should be funded equally by all participating Authorities, with the cost falling within the financial years 2015/16 – 2016/17.

**Estimated cost?**

### **5. Management Arrangements**

The LCR District Planning Officers will be responsible for the commissioning of the SHELMA and the management of its production. The LCR Planning Policy Managers Group will support the District Planning Officers in this task.

The final SHELMA will be presented for approval at the LCR Housing & Spatial Planning Board.

**Lead Authority?**

## **SIGNATORIES**

**<to be added>**

**Appendix 4: Letters received from prescribed and other bodies regarding Duty to Cooperate**



## **Safety and Airspace Regulation Group**

Airspace, ATM and Aerodromes

Mr Ian Loughlin  
Local Planning Team  
Planning Services  
Sefton Council  
Magdalen House  
Trinity Road Bootle  
L20 3NJ

19 February 2015

Dear Sir

### **CONSULTATION ON PLANNING MATTERS**

While the CAA has a duty to provide aviation safety advice when requested, it is not a statutory consultee for planning applications (unless its own property is affected). In order to reduce the time devoted to unnecessary consultations, the following guidance aims to clarify requirements.

Other than the consultation required by Section 110 of the Localism Act 2011, it is **not** necessary to consult the CAA about:

- Strategic Planning Documents (e.g. Local Development Framework and Core Strategy documents) other than those with direct aviation involvement (e.g. Regional Renewable Energy Plans);
- Waste Plans;
- Screening Options;
- Low-rise structures, including telecommunication masts. With the exception of wind turbine developments, the CAA is unlikely to have any meaningful input related to applications associated with structures of a height of 100 feet or less that are situated away from aerodromes or other landing sites;
- Orders affecting Rights of Way or Footpaths;
- Sub-surface developments;
- General planning applications not affecting CAA property.
- Solar Photovoltaic Panels (SPV)

In all cases where the above might affect an airport, the **airport operator** is the appropriate consultee. Where the above might affect a NATS installation the consultee is:

NATS  
Mailbox 27  
NATS Corporate and Technical Centre  
4000 Parkway  
Whiteley  
Fareham  
Hants PO15 7FL

Please be advised that we will no longer respond to future correspondence received regarding the above subjects. Where consultation is required under Section 110 of the Localism Act 2011 the CAA will only respond to specific questions (but will nevertheless record the receipt of all consultations).

It **is** necessary to consult the CAA in the following situations:

- When a Local Planning Authority is minded to grant permission for a development to which a statutorily safeguarded airport or NATS Plc has objected, write to:

Aerodrome and Air Traffic Standards Division  
Civil Aviation Authority  
Aviation House  
Gatwick Airport  
West Sussex RH6 0YR

- When a Local Planning Authority is considering a proposed development involving wind turbines, write to:

Renewal Energy Project Officer  
Directorate of Airspace Policy  
Civil Aviation Authority  
CAA House  
45-59 Kingsway  
London WC2B 6TE  
email: [windfarms@caa.co.uk](mailto:windfarms@caa.co.uk) (preferred option)

- When a development involves structures of a height of 90 metres or more, lasers or floodlights, write to:

Off Route Airspace 5  
Directorate of Airspace Policy  
Civil Aviation Authority  
CAA House  
45-59 Kingsway  
London WC2B 6TE  
Email: [marks.smailes@caa.co.uk](mailto:marks.smailes@caa.co.uk)

Further information on consultation requirements can be found on the CAA website, including document entitled [Guidance on CAA Planning Consultation Requirements](#).

Further information on Solar Photovoltaic Panels can be found on the CAA website including document entitled [Guidance on Photovoltaic systems](#).

Please could you ensure that your Planning Officers are aware of these principles and the revised policy and that **any associated procedures are amended with immediate effect**.

Yours faithfully

E.FORREST  
**AAA Business and Oversight Support Team**  
**Regulatory Coordination & Operations Planning**  
**Airspace, ATM and Aerodromes**

**Civil Aviation Authority**

1NE Aviation House Gatwick Airport South West Sussex England RH6 0YR  
Telephone 01293 573339 Fax 01293 573971 [www.caa.co.uk](http://www.caa.co.uk)



**South Sefton Clinical Commissioning Group  
Southport and Formby Clinical Commissioning Group**

Our ref: MMcD/RM

**Southport & Formby CCG**

5 Curzon Road  
Southport  
PR8 6PL

13<sup>th</sup> July 2015

**South Sefton CCG**

Merton House  
Stanley Road  
Bootle  
L20 3DL

Derek McKenzie  
Interim Head of Planning  
Magdalen House  
Trinity Road  
Bootle  
L20 3NJ

Tel: 0151 247 7000

email: [martin.mcdowell@southseftonccg.nhs.uk](mailto:martin.mcdowell@southseftonccg.nhs.uk)

Dear Derek

**Re: Sefton Council Local Plan**

Following ongoing liaison with the Local Plans Team from Sefton Council, I am able to confirm the following points on behalf of both the Southport & Formby and South Sefton CCGs:

- The CCG's have met with the Council on a number of occasions to review the proposals contained in its Local Plan and understands the proposed levels of growth outlined in the plan. It is understood that new housing, and subsequent population/demographic change, will occur over the next 15 years and the potential impact on health facilities [including hospitals, GP surgeries and dentists] will be gradual. This will enable the CCG to anticipate any necessary changes to services and facilities to accommodate increasing demand, although this will require changes to existing models to ensure delivery within available financial resources.
- The CCGs are currently undertaking a review of how it provides local health services across Sefton, including the potential consolidation of facilities and buildings into larger premises. This review will take account of growth and demographic change that is likely to occur, in part due to the Local Plan.
- The CCGs will continue to work closely with Sefton Council Planning Department and others to share information, including predicting the implications of demographic change, identify opportunities for new facilities and to explore the potential for contributions from developers towards health infrastructure.

Yours sincerely

**Martin McDowell  
Chief Finance Officer  
NHS South Sefton CCG / NHS Southport & Formby CCG**



# ENGLISH HERITAGE

## NORTH WEST

Local Plan Team  
Magdalen House  
30 Trinity Road  
Bootle  
L20 3NJ

Our Ref: 1645

Your Ref:

Date: 27<sup>th</sup> March 2015

Email: [local.plan@sefton.gov.uk](mailto:local.plan@sefton.gov.uk)

Dear Sirs,

### **Sefton Local Plan - Duty to Co-operate**

Thank you for your email dated 18<sup>th</sup> February 2015 regarding the above. As you are aware, English Heritage is listed as one of the “prescribed” bodies relating to the Duty to Co-operate on the planning of sustainable development. Prescribed bodies are required to co-operate with local planning authorities constructively, actively, and on an ongoing basis in the preparation of development plans in relation to strategic matters.

We do not consider that there are any strategic matters as set out in S33A(4)(a) of the Planning and Compulsory Purchase Act which affect the historic environment. However, bearing in mind that the Duty to Co-operate is an ongoing process, we would hope that should any strategic matters arise which would affect the historic environment of the area, English Heritage will be able to continue to work closely with the Council in the policy framework for these areas.

If you have any queries about this matter or would like to discuss anything further, please do not hesitate to contact me.

Yours faithfully,

### **Emily Hrycan**

Historic Environment Planning Adviser (North West)

Telephone: 0161 242 1423

E-mail: [Emily.hrycan@english-heritage.org.uk](mailto:Emily.hrycan@english-heritage.org.uk)



Homes &  
Communities  
Agency

Jane Gowing  
Head of Planning  
Magdalen House  
30 Trinity Road  
Bootle  
Merseyside  
L20 3NJ

26<sup>th</sup> March 2015

Dear Jane,

### **Sefton Local Plan and the Duty to Co-operate – HCA Response**

I refer to your correspondence of 18<sup>th</sup> February 2015 where the Homes and Communities Agency (HCA) were invited to comment on Sefton's Duty to Co-operate responsibilities in connection with the Local Plan published on 22<sup>nd</sup> January 2015. As a prescribed organisation defined under the Localism Act the HCA are pleased to offer support to the Council's Statement of Compliance.

The HCA regard the Local Plan as a key document to support a sustainable policy framework for the future growth of the Borough.

Whilst the HCA does not have significant land assets within the Borough, we consider that the Agency's on-going investment through its various housing and regeneration programmes (e.g. Affordable Housing Programme) will continue to make it a critical delivery partner for the Council, helping it to realise its housing aspirations.

The HCA note the steps that the Council has taken to comply with the Duty to Co-operate, and agree with the wording of paragraph 2.33 of the statement. The Council has been proactive in working with the HCA, particularly on matters relating to bringing sites forward for development. This reflects the HCA's position as a statutory consultee as well as reflecting the importance of the HCA's wider investment programmes within the Borough.

As such we consider that the Council has co-operated with the HCA in compliance with the Duty.

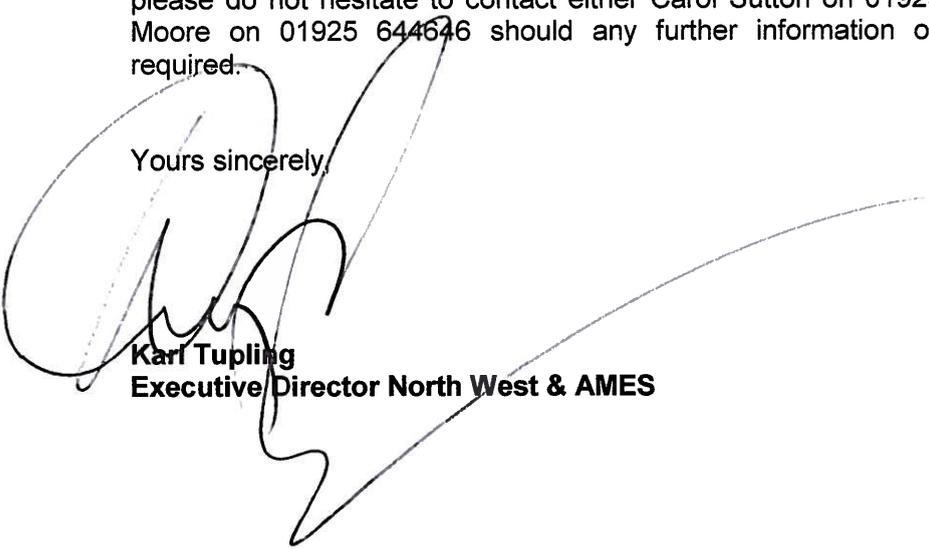
Homes and Communities Agency  
4<sup>th</sup> Floor, One Piccadilly Gardens  
Manchester M1 1RG

0300 1234 500  
homesandcommunities.co.uk

Karl Tupling  
Karl.Tupling@hca.gsi.gov.uk  
0161 200 6162

The HCA remains supportive of the Local Plan and looks forward to working with the Council to deliver and enable local priorities in the future. In the meantime please do not hesitate to contact either Carol Sutton on 01925 644639 or Carl Moore on 01925 644646 should any further information or clarification be required.

Yours sincerely,



**Karl Tupling**  
Executive Director North West & AMES



**Knowsley Council**

**Please ask for:** Jonathan Clarke  
**Tel No:** [REDACTED]  
**Email:** [REDACTED]

Steve Matthews  
Local Plan Team  
Magdalen House  
30 Trinity Road  
Bootle  
L20 3NJ

Our Ref: Sefton / LP

Date: 25 March 2015

**RE: SEFTON LOCAL PLAN – CONSULTATION ON PUBLICATION VERSION**

Dear Mr Matthews,

Thank you for consulting Knowsley Council on the Sefton Local Plan publication document, which we have now reviewed with its supporting evidence base. Knowsley Council's response (set out below) was approved on 25 March 2015.

Spatial Strategy

Knowsley Council fully supports the spatial strategy of the emerging Sefton Local Plan, which appropriately aims to meet Sefton's objectively assessed needs for housing and employment over the proposed Plan period. It is consistent with Knowsley's emerging Local Plan: Core Strategy, which seeks to meet Knowsley's own development needs via a mix of urban sites and Sustainable Urban Extensions and does not make any provision to cater for any unmet needs arising in Sefton. The strategy is based on robust evidence and co-operation on strategic matters with neighbouring authorities, including Knowsley.

We note that Sefton's annual average housing target of 615 dwellings seeks to meet Sefton's identified needs and we support Sefton's approach to deriving this target. The impact of the Department for Communities and Local Government (CLG) 2012 based household growth projections published in February 2015 will no doubt be considered as part of the examination process for Sefton's Local Plan.

The sites proposed for release from the Green Belt in the emerging Sefton Local Plan are based on the joint Knowsley and Sefton Green Belt Study. This used an agreed methodology to identify sites with potential to be released from the Green Belt for development in each authority. This methodology is robust, as confirmed by the Interim Findings of the Inspector who is currently examining Knowsley's emerging Local Plan: Core Strategy. These findings identify that the sites identified for removal from the Green Belt in Knowsley's Plan are sound and none of the alternatives proposed by representors warrant inclusion in the Plan (see paragraph 11, [Inspector's Interim Findings](#)). We note and support the fact that Sefton Council has also, using this methodology, not taken forward alternative sites which were promoted by third parties at earlier stages. This is specifically important where alternative sites were proposed in



areas that could impact on the preservation of 'essential gaps' as identified by the joint Knowsley and Sefton Green Belt Study.

#### Proposed Allocations East of Maghull

Knowsley Council is satisfied that the identification of these sites is sound and based on robust evidence. The scale of the largest proposed site (comprising 1400 homes and 20 hectares of employment development) is however likely to place additional pressure on the surrounding highway network. It is noted that Policy MN3 'Strategic Mixed Use Allocation – Land East of Maghull' makes provision for the delivery of infrastructure and off site mitigation measures. These elements of Policy MN3 are clearly justified given the scale of the site and supported by Knowsley Council.

We are also aware of further transport modelling being undertaken to assess the impacts of this site on the highway network. We would welcome the opportunity to engage with Sefton Council and the Highways Agency on this important piece of work.

This modelling should consider the effect that an all movements junction at Junction 1 of the M58 will have on levels of traffic using the A506 Bank Lane. Any development that is required to upgrade that motorway junction should also seek to justify and mitigate the impact of traffic on Bank Lane, Kirkby.

#### Proposed Allocations Sites at Melling and Waddicar

There are three proposed allocations in the Melling / Waddicar area. We would welcome the opportunity to work with Sefton Council when considering the impact that these developments cumulatively would have on the highway network in and around Kirkby.

We anticipate that Knowsley Council and residents adjacent to the proposed allocations in the Kirkby Park area will be appropriately consulted on any future planning applications adjacent to Knowsley's boundary in line with statutory requirements.

#### Duty to cooperate

We welcome reference to the positive joint working that has been undertaken across the sub-region, and specifically between Knowsley and Sefton Councils in relation to their respective Local Plans. Knowsley Council also looks forward to further opportunities for joint working and discussion on further sub-regional evidence studies.

#### Future Sub-regional Evidence and Potential Early Review of the Plan

Sefton's recognition of the need for future sub-regional employment and housing market assessments is noted and welcomed. This future work, together with any further review of Green Belt boundaries which could potentially flow from the outcomes of this work, should be developed on a consistent basis across the Liverpool City Region. Once complete this evidence will inform future reviews of individual and/or joint Local Plans as appropriate.

Knowsley Council is committed to working collaboratively on these assessments and looks forward to working with Sefton and the other Liverpool City Region authorities on these studies.



Sefton's acknowledgement of the potential need for an early review of its plan (subject to the findings of future sub-regional working) is also welcomed. This is considered the most appropriate way for Sefton to deal with any emerging development requirements that cannot currently be evidenced, whilst allowing Sefton to progress its current plan to maintain a robust policy framework to guide development in the interim period. To delay Sefton's Local Plan until the sub-regional studies are undertaken could undermine Sefton Council's ability to meet its objectively assessed needs in the meantime.

### Next Steps

Whilst we have raised some detailed points in relation to Sefton's consultation documents, we would stress that these do not relate to the underlying soundness or legal compliance of the Plan, and would be happy to work with Sefton Council to resolve the issues raised.

Please do not hesitate to contact us if there are any points which require further clarification.

Yours sincerely,

*Jonathan Clarke*

Jonathan Clarke

Policy Manager (Places)  
Policy Impact and Intelligence  
Knowsley Council



**Knowsley Council**

**Please ask for:** Jonathan Clarke  
**Tel No:** [REDACTED]  
**Email:** [REDACTED]

Steve Matthews  
Local Plan Team  
Magdalen House  
30 Trinity Road  
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We note that Sefton's annual average housing target of 615 dwellings seeks to meet Sefton's identified needs and we support Sefton's approach to deriving this target. The impact of the Department for Communities and Local Government (CLG) 2012 based household growth projections published in February 2015 will no doubt be considered as part of the examination process for Sefton's Local Plan.

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We are also aware of further transport modelling being undertaken to assess the impacts of this site on the highway network. We would welcome the opportunity to engage with Sefton Council and the Highways Agency on this important piece of work.

This modelling should consider the effect that an all movements junction at Junction 1 of the M58 will have on levels of traffic using the A506 Bank Lane. Any development that is required to upgrade that motorway junction should also seek to justify and mitigate the impact of traffic on Bank Lane, Kirkby.

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We anticipate that Knowsley Council and residents adjacent to the proposed allocations in the Kirkby Park area will be appropriately consulted on any future planning applications adjacent to Knowsley's boundary in line with statutory requirements.

#### Duty to cooperate

We welcome reference to the positive joint working that has been undertaken across the sub-region, and specifically between Knowsley and Sefton Councils in relation to their respective Local Plans. Knowsley Council also looks forward to further opportunities for joint working and discussion on further sub-regional evidence studies.

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Knowsley Council is committed to working collaboratively on these assessments and looks forward to working with Sefton and the other Liverpool City Region authorities on these studies.

Sefton's acknowledgement of the potential need for an early review of its plan (subject to the findings of future sub-regional working) is also welcomed. This is considered the most appropriate way for Sefton to deal with any emerging development requirements that cannot currently be evidenced, whilst allowing Sefton to progress its current plan to maintain a robust policy framework to guide development in the interim period. To delay Sefton's Local Plan until the sub-regional studies are undertaken could undermine Sefton Council's ability to meet its objectively assessed needs in the meantime.

### Next Steps

Whilst we have raised some detailed points in relation to Sefton's consultation documents, we would stress that these do not relate to the underlying soundness or legal compliance of the Plan, and would be happy to work with Sefton Council to resolve the issues raised.

Please do not hesitate to contact us if there are any points which require further clarification.

Yours sincerely,

*Jonathan Clarke*

Jonathan Clarke

Policy Manager (Places)  
Policy Impact and Intelligence  
Knowsley Council



Marine  
Management  
Organisation

Lancaster House  
Hampshire Court  
Newcastle upon Tyne  
NE4 7YH

T +44 (0)300 123 1032  
F +44 (0)191 376 2689  
[www.gov.uk/mmo](http://www.gov.uk/mmo)

By email: [local.plan@sefton.gov.uk](mailto:local.plan@sefton.gov.uk)

Our reference: DtC015

17 March 2015

Dear Sir/Madam,

**Re: Sefton Duty to Cooperate Statement**

Thank you for inviting the Marine Management Organisation (MMO) to comment on the Sefton Duty to Cooperate Statement. The MMO has reviewed this document and I can confirm that we have no comments to add in this instance.

If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website [www.marinemangement.org.uk](http://www.marinemangement.org.uk)

Yours sincerely

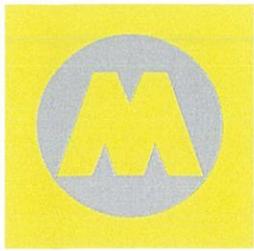
*Jonathan Peters*

Jonathan Peters  
Licensing Delivery Manager

E [stakeholder@marinemangement.org.uk](mailto:stakeholder@marinemangement.org.uk)



INVESTORS  
IN PEOPLE



**Our ref:** CS/SC/04/02/SFTNLCLPLN/DTC/2015/92000/719

**Contact:** Steve Cook

**Your Ref:**

**Tel:** 0151 330 1304

**Date:** 27 July 2015

Ingrid Berry  
Team Leader, Local Planning  
Sefton Council  
Magdalen House  
30 Trinity Road  
Bootle L20 3NJ

Dear Ms Berry

## **Cooperation Between Sefton Metropolitan Borough Council and Merseytravel in Respect of the Developing Sefton Local Plan**

Following our most recent discussion on a number of issues relating to the Sefton Local Plan, which is presently progressing towards adoption, I can confirm that Merseytravel welcomes, and greatly appreciates the collaboration and co-operation that Sefton Council have afforded Merseytravel, in respect of all issues, within the developing plan, that relate to transport provision and Merseytravel's areas of responsibility.

To date it has been of great value and use to Merseytravel, to be fully engaged with Sefton Council on these matters which have included consideration of such issues as;

- (a) proposals for significant land-use sites of a residential, commercial, entertainment and other nature, together with the likely transport requirements and demands for such sites;
- (b) accommodation for significant transport projects being promoted by Merseytravel, for local community benefit within the plan; and
- (c) inclusion within the developing Local Plan, of provision for all relevant initiatives and policies as set out within 'The Liverpool City Region Transport Plan for Growth'.

Cont'd...

Whilst this is merely an indicative list of issues that demonstrate the ongoing co-operation between Sefton Council and Merseytravel, in respect of the Sefton Local Plan, it is certainly Merseytravel's aspiration that the high level of co-operation attained between the two Authorities to date, can be maintained as the plan progresses.

This hope is based upon the specific outcomes that have already been achieved within drafts of the Local Plan, which have been amended and enhanced to include the collective agreement we have reached on likely provisions for significant development sites such as;

- (a) Moss Lane, Southport Residential use;
- (b) mixed use development on Land to the East of Maghull; and
- (c) residential development within the Aintree Triangle.

It would also hopefully reflect our joint promotion of the proposed Maghull North Rail Station, and the various transport initiatives designed to improve access to the new 'Liverpool Two' 'Panamax' Vessel, River Berth, the existing Seaforth Docks and the surrounding port facilities.

I hope that the above, sets out Merseytravel's views on this issue, however should you require further clarification upon the matter, please do not hesitate to contact me.

Yours sincerely



Steve Cook  
**Forward Planning Officer**

Date: 27 March 2015  
Our ref: 142938



ian.loughlin@sefton.gov.uk  
**BY EMAIL ONLY**

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

Dear Mr Loughlin

**Planning consultation: Sefton Local Plan - Duty to Cooperate**

Thank you for consultation received on 18<sup>th</sup> February 2015.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Thank you for consulting Natural England on your report on the Duty to Cooperate. We can confirm that you have sought our cooperation and guidance through the planning process and have prepared a plan that responds effectively to the cross boundary strategic issues and to the issues affecting the natural environment.

For any queries relating to the specific advice in this letter only please contact Kate Wheeler on 07769 918711. For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely

Kate Wheeler  
Cheshire, Greater Manchester, Merseyside and Lancashire Area



**From:** Ian Loughlin  
**Sent:** 12 March 2015 11:33  
**To:** Ingrid Berry  
**Subject:** FW: Sefton Local Plan – Draft Duty to Cooperate Statement

---

**From:** Harrison, Anneli [<mailto:Anneli.Harrison@orr.gsi.gov.uk>]  
**Sent:** 12 March 2015 10:16  
**To:** Ian Loughlin  
**Subject:** Sefton Local Plan – Draft Duty to Cooperate Statement

Dear Sir,

Thanks for your e-mail of 18.2.15 in regard to the Sefton Local Plan duty to co-operate draft statement & overview report. We have reviewed your proposals and supporting documents & note that your proposals do outline plans for a new railway station at Maghull North. We may however become involved at a later stage if any of the proposed developments have the potential to affect the risk profile of level crossings.

It might be helpful if I explain that the office has a number of key functions and duties in our role as the independent regulator of Britain's Railways. If your plans relate to the development of the current railway network including the operation of passenger and freight services, stations, stabling and freight sites (including the granting of track and station access rights and safety approvals) within your administrative area, we would be happy to discuss these with you once they become more developed so we can explain any regulatory and statutory issues that may arise. We note that Network Rail have been consulted.

I have attached a copy of our localism guidance for reference, which can be found at: <http://www.rail-reg.gov.uk/upload/pdf/localism-guidance.pdf>

Kind regards

A Harrison  
Planning Executive

Office of Rail Regulation | One Kemble Street | 2<sup>nd</sup> and 3<sup>rd</sup> Floors | London | WC2B 4AN  
Tel: 020 7282 3829 | e-mail [anneli.harrison@orr.gsi.gov.uk](mailto:anneli.harrison@orr.gsi.gov.uk)  
Web: [www.orr.gov.uk](http://www.orr.gov.uk)

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**Directorate of Transformation**

**John R Harrison DipEnvP, MRTPI  
Assistant Director Planning**

PO Box 16, 52 Derby Street  
Ormskirk, West Lancashire L39 2DF  
Telephone: 01695 577177  
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Derek McKenzie  
Interim Head of Planning Services  
Sefton MBC  
First Floor Magdalen House  
Trinity Road  
Bootle  
L20 3NJ

Date: 23 March 2015  
Your ref:  
Our ref:  
Please ask for: Peter Richards  
Direct dial no: 01695 585046  
Extension: 5046

Dear Derek

**RE: Sefton Local Plan – Publication and the Duty to Co-operate**

Thank you for inviting West Lancashire Borough Council to make representations on the Sefton Local Plan (Publication version). I enclose the agreed representations of West Lancashire Borough Council, which have also been inputted online via your website.

As well as the formal representations enclosed, the Council wishes to confirm its general support for the Duty to Co-operate Statement that was published alongside the Publication version of the Local Plan, and that, so far as West Lancashire is concerned, and subject to two amendments, the Council can confirm it is an accurate summary of the co-operation Sefton has undertaken with neighbouring authorities and other “prescribed” bodies and that, in this Council’s opinion, it demonstrates that Sefton Council have fulfilled the Duty to Co-operate in preparing their Local Plan.

The Council places great importance on the Duty to Co-operate, especially in relation to the Green Belt, and so while I can confirm that Sefton Council have engaged with the Council in such a way that fulfils the Duty to Co-operate, the Council is disappointed that it appears that Sefton and West Lancashire cannot entirely agree about what amendments to the Green Belt boundary in the Sefton Local Plan are appropriate.

However, the two specific amendments West Lancashire would like to see reflecting in the final Duty to Co-operate Statement submitted alongside the Local Plan are as follows:

- Southport Eastern Approach (A570 corridor)

Sefton Council have liaised with West Lancashire Borough Council and with Lancashire County Council (as the highways and transport authority covering West Lancashire) on this strategic, cross-boundary issue for several years and it is a matter of some

**Gill Rowe LL.B (Hons) Solicitor  
Managing Director (People and Places)**

**Kim Webber B.Sc., M.Sc.  
Managing Director (Transformation)**

importance given the level of development proposed in the Southport area and the current constraints and congestions issues on the A570 through the Western Parishes of West Lancashire and into Southport. One such example of co-operation on this matter has been the liaison and input on the West Lancashire Highways & Transport Masterplan prepared by Lancashire County Council. As such, the Duty to Co-operate Statement should refer to this matter, perhaps in relation to Framework Strategic Priority A, Issue 3 or Framework Strategic Priority C, Issue 2

- Reference to Provision for Travellers

Framework Strategic Priority A, Issue 5 addresses Provision for Travellers and, while the Council can confirm that Sefton and West Lancashire Councils have co-operated on this issue, this section should be updated to reflect the recent correspondence on this matter between Sefton and West Lancashire.

The Council received a letter on 5 February 2015 from Sefton Council, in response to the Council's letter to Sefton Council of 14 January 2015 where the Council asked whether Sefton might be able to accommodate any of West Lancashire's identified need for Travellers. The Council accept Sefton Council's response on this matter (that Sefton would not be able to accommodate any of West Lancashire's Traveller needs) but this exchange of correspondence on a cross-boundary issue should be reflected in the Duty to Co-operate Statement.

In addition, as a result, the statement regarding Traveller needs on p.22 of the Duty to Co-operate Statement that *"All the participating authorities have agreed that the identified need for each authority is suitable and achievable"* is now not entirely accurate for West Lancashire, as the Council cannot say with any certainty that the identified need for Travellers in West Lancashire is "achievable", given the lack of deliverable sites thus far put forward for Travellers in the preparation of the West Lancashire Provision for Travellers Sites DPD.

If you have any queries regarding our representations or our comments on the Duty to Co-operate Statement, please do not hesitate to get in touch with me or Peter Richards.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'J. Harrison', with a long horizontal flourish extending to the right.

**John Harrison**  
Assistant Director Planning

David Ball  
*Head of Regeneration and Planning*  
North Annexe, Brighton Street  
Wallasey, Wirral  
Merseyside, CH44 8ED  
DX 708630 Seacombe  
Website: [www.wirral.gov.uk](http://www.wirral.gov.uk)

to Steve Matthews  
Local Plan Team  
Magdalen House  
30 Trinity Road  
Bootle  
L20 3NJ

date 26 March 2015

your ref  
my ref  
service Forward Planning  
tel [REDACTED] Please ask for: Peter Cushion  
fax [REDACTED]  
email [REDACTED]

Dear Steve

### **A Local Plan for Sefton Publication Draft January 2015**

Thank you for the opportunity to make representations on the Publication version of the Sefton Local Plan.

Wirral Council supports Sefton Council's intention to provide for their own identified local needs for housing and employment within their Borough boundary as set out in the Publication Draft Local Plan, without any significant cross-boundary implications for Wirral.

I can also confirm that the Sefton Local Plan Duty to Co-operate Statement January 2015 is a true and agreed statement of Sefton Council's joint working and co-operation with Wirral Council during the preparation of the Plan.

Wirral Council welcomes the changes made to the Publication Draft Local Plan to address earlier concerns relating to clarity over the position on the Green Belt, the impact on centres in adjoining authorities and Southport Seafront, but seeks further clarification on the following remaining issues:

#### **Impact on the Amenity of Adjacent Communities**

Wirral Council seeks further clarification that policies for the port and maritime zone, for minerals and for pollution and hazards will also apply to cross river communities in Wirral (a principle that has been accepted in some of the supporting documentation), which could be achieved by:

Amending Point 1.e of Policy ED1 The Port and Maritime Zone to read:

*“Appropriate mitigation is included that ensures that impacts from noise, dust, smells or other forms of pollution on the amenity of other occupiers within the area and on adjacent communities, including those outside the Borough, are mitigated and minimised, and”*

Adding an additional bullet point to Point 4 of Policy NH8 Minerals to read:

- *“Any relevant cross boundary implications”*

Amending the second sentence of paragraph 10.25 to read:

*“The aim of the policies in this section (EQ4, EQ5 and EQ6) is to complement these statutory processes and to minimise the risk to health and the environment from new developments in the Borough including any cross boundary implications.”*

### **Provision for Cross Boundary Infrastructure**

It is suggested that Policy IN1 - Infrastructure and Developer Contributions or its supporting text should be amended to allow developer contributions to be used to support cross-boundary infrastructure, if required within the Plan period, which could be achieved by:

Amending Point 7 of Policy IN1 Infrastructure and Developer Contributions to read:

*“The Council will work with a range of partners to make sure that infrastructure is provided in the right location where required including cross boundary infrastructure, if a need is identified within the plan period”*

Or by amending paragraph 9.7 to include an additional bullet point to read:

- *“Cross boundary infrastructure, if a need is identified within the plan period”*

### **Nature Conservation**

The suggestion that reference should be made to the potential for cross boundary partnership working to address the impact on designated European Sites has only partly been taken forward. The supporting text to Policy NH1 - Environmental Assets only refers to partnership working to manage recreational pressure on the Sefton Coast (paragraph 11.8 refers), although the Implementation and Monitoring section highlights the future need for a more formal framework or strategy for monitoring and managing recreational access across the City Region (paragraph 12.8 refers).

It is therefore suggested that Policy NH1 - Environmental Assets or its supporting text should be amended to also refer to managing visitor pressure at other internationally important nature sites within the City Region, which could be achieved by:

Amending the first sentence of paragraph 11.8 to read:

*“The local authorities in the City Region, Natural England, and other partners also continue to work together to manage visitor pressure on the Sefton Coast and at other internationally important nature sites within the City Region” (which could also be replicated in paragraph 12.8 in the Monitoring section).*

## Seaforth Nature Reserve

The suggestion that the port and maritime policy should consider the potential impact on designated European sites has only been applied to Seaforth Nature Reserve.

It is therefore suggested that Policy ED1 - The Port and Maritime Zone, is further amended to require all port-related proposals to demonstrate no likely significant effects on internationally important nature sites, which could be achieved by:

Amending Point 1.f of Policy ED1 The Port and Maritime Zone to consider the impact on Internationally important nature sites generally, for example by deleting the words “*Seaforth Nature Reserve*” from the end of point 1.f, (as Seaforth is already fully addressed under Point 4) or by amending Point 1.f of Policy ED1 to read:

*“It can be demonstrated that there is no likely significant effects on internationally important nature sites”*

I hope that these suggestions are acceptable.

For further information I have attached a copy of the Council Report authorising this response.

Yours sincerely

Peter Cushion  
Senior Planning Officer

Enc.

# WIRRAL COUNCIL

## DELEGATED DECISION

<b>SUBJECT:</b>	<b>SEFTON LOCAL PLAN – CONSULTATION ON PUBLICATION DRAFT LOCAL PLAN</b>
<b>WARD/S AFFECTED:</b>	<b>ALL</b>
<b>REPORT OF:</b>	<b>STRATEGIC DIRECTOR REGENERATION AND ENVIRONMENT</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>COUNCILLOR PAT HACKETT - ECONOMY</b>
<b>KEY DECISION?</b>	<b>NO</b>

### 1.0 EXECUTIVE SUMMARY

- 1.1 This report provides an overview of the Publication Draft Sefton Local Plan, prepared following previous public consultation. The deadline for comment is 27 March 2015.
- 1.2 This report summarises the issues and challenges that Sefton Council has had to consider in developing their Local Plan, reports on the responses to the previous comments submitted by Wirral Council and recommends that Wirral Council supports the intention of Sefton Council to provide for their own needs, subject to the additional clarifications set out in section 3.0 of this report.

### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 The Sefton Local Plan was published on 30 January 2015, to allow any final representations to be made prior to the Plan being examined by an independent Inspector appointed by the Secretary of State. The deadline for representations to be received is 27 March 2015.
- 2.2 This final stage of statutory consultation follows previous consultation in 2009, to identify the key issues for the future of the Borough; in 2011, to consider three options for the overall level of development; and in 2013, to identify a preferred policy option. The consultation documents can be viewed at: <http://www.sefton.gov.uk/localplan>
- 2.3 The Sefton Local Plan establishes the amount and location of development that will be permitted in Sefton to 2030; provides a policy framework for making future planning decisions; identifies priorities for investment in employment, housing and infrastructure; and allocates a number of sites for development, including land in the existing Merseyside Green Belt.
- 2.4 A more detailed summary of the Sefton Local Plan is attached as an Appendix to this report.

#### **Spatial Strategy**

- 2.5 The Sefton Local Plan sets out the spatial challenges that Sefton faces to meet the need for homes, jobs and associated infrastructure and a high quality living environment and concedes that these cannot all be met within the existing built-up area.



2.6 The Plan, in particular, highlights the National Planning Policy Framework (NPPF) requirement to “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs” (NPPF, paragraph 17); the emphasis on meeting objectively assessed needs unless there would be significant adverse impacts (NPPF, paragraph 14); and the requirements to “boost significantly the supply of housing” and ensure that their Local Plan “meets the full, objectively assessed needs for market and affordable housing” (NPPF, paragraph 47).

### **Housing Need**

2.7 Sefton Council’s housing requirement, based on an objective assessment of need undertaken by Nathaniel Lichfield and Partners, is for a minimum of 11,070 new dwellings between 2012 and 2030, which will be met at the following average annual rates:

2012-2017: 500 dwellings per annum

2017-2030: 660 dwellings per annum

2.8 The levels of development envisaged reflect a significant number of demolitions prior to 2017 and the lead-in time required on a number of larger, allocated, greenfield sites.

2.9 The housing requirement will be met from the following sources:

1. sites allocated for housing within the Local Plan (which account for approximately two-thirds of the total supply)
2. dwellings which have already been completed since 1 April 2012;
3. sites which already have planning permission for housing;
4. small sites (less than 1 hectare) identified in the most recent Sefton Strategic Housing Land Availability Assessment; and
5. unanticipated ‘windfall’ sites.

2.10 The sites allocated for housing include sites currently within the Green Belt, which have been allocated because Sefton does not have sufficient suitable and available urban land to meet the objectively assessed need for housing and employment development and because adjoining authorities, including Wirral, are unable to help meet Sefton’s needs. Sefton Council considers that these factors, when taken together, constitute the ‘exceptional circumstances’ necessary to change the boundaries of the Green Belt in Sefton, in line with national policy.

2.11 Sefton has chosen a housing requirement figure at the lower end of the recommended range of objectively assessed need, at 615 dwellings per annum. Whilst this would fully meet the Borough’s demographic requirements, it would see the number of jobs able to be supported by the indigenous workforce declining. Sefton does not however believe that a housing requirement figure embracing a full economic growth option, of closer to 800 dwellings per annum, would be right for Sefton, because of:

- Sefton’s role within the wider City Region;
- its key and longstanding residential/commuter function;
- the fact that more people travel out of the Borough to work than travel in; and
- the Borough’s significant environmental constraints.

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2.12 The approach to affordable housing, subject to site-specific viability, will require developments of 15 or more dwellings in Bootle and Netherton to provide 15 per cent affordable housing (to comprise 50 per cent social/affordable rent and 50 per cent intermediate). Developments in the rest of the Borough will be required to provide 30 per cent affordable housing. The Local Plan also highlights the increasing importance of extra care and specialist housing and allows for affordable housing contributions to be substituted for extra care/specialist housing where appropriate.

### **Employment Need**

2.13 Sefton's employment land requirement over the Plan period is 84.5 hectares. At least 30 hectares of this cannot be accommodated within the existing urban area and three of the five identified Strategic Employment Locations are located on land currently in the Green Belt.

2.14 The Plan does not identify any new sites for retail or other development outside the urban areas, with a focus on existing town and local centres.

### **Assessing Potential Development Sites**

2.15 A site assessment process was carried out to identify which areas of land would be most suited to accommodating new development, including a review of land in the Green Belt, which was carried out jointly with the adjoining councils for Knowsley and West Lancashire.

2.16 All sites were assessed against a number of factors, including constraints such as flood risk, ecology and heritage, to make sure they had the least impact, including on the Green Belt.

2.17 In response to local concerns, a separate study assessed the quality of agricultural land where development was likely to be proposed. Around a third of Sefton's agricultural land is classified as 'best and most versatile' (falling within national Agricultural Land Classification Grades 1, 2 and 3a).

2.18 As there was not enough suitable land in Sefton of poorer agricultural quality to meet the objectively assessed need for housing and employment, which was also often subject to other constraints, the majority of allocated sites are on higher quality agricultural land.

### **Pattern of Development**

2.19 A key objective of the Plan is "to meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as is possible" and the suggested approach to the distribution of new development is a balance of:

1. first, identifying sites within the urban area;
2. then identifying additional land in the Green Belt, using a site selection methodology to identify sites that would:
  - cause least harm to the purposes of the Green Belt;
  - have the fewest constraints; and
  - provide the most benefits; and

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3. achieving a good distribution of sites across Sefton.

2.20 The potential development sites have also been subject to a wide-ranging sustainability appraisal, to ensure that only the most appropriate sites have been selected to accommodate new development.

### **Provision for Early Review**

2.21 Sefton Council has indicated the intention to review the Local Plan, to take account of any future sub-regional studies, for example, related to port expansion and housing markets, should these imply the need for any new land allocations or a significantly different housing requirement.

### **Conclusions**

2.22 There is no indication that any of these policies will have any significant impact on Wirral.

2.23 As Sefton Council are proposing to provide for their own needs for housing and employment within their own Borough boundary, without any significant cross-boundary implications for Wirral, it is therefore recommended that the approach to providing for future development set out within the Publication Draft Local Plan is supported, subject to some further clarification over a couple of points raised in response to previous consultations, as set out in section 3.0 below.

## **3.0 RESPONSES TO CONSULTATION ON THE SEFTON LOCAL PLAN PREFERRED OPTION**

3.1 Wirral Council formally submitted comments on the Sefton Local Plan Preferred Option in September 2013. The response indicated that the emerging Preferred Option would have no significant implications for Wirral subject to comments on the following issues:

3.2 **Green Belt** – clarification over the wording of the Green Belt policy has been addressed in Policy M7 - Sefton's Green Belt, which now states that the extent of the Green Belt is defined on the Policy Map and highlights the role of the review of the Green Belt in the preparation of the Local Plan. The previous reference to a sub-regional review of the Merseyside Green Belt, which included Wirral, has now been removed.

3.3 **Provision for Cross Boundary Infrastructure** – the suggestion that provision should be made for developer contributions to be used to contribute to the provision of joint cross boundary infrastructure, has not been taken forward.

3.4 It is therefore recommended that Policy IN1 - Infrastructure and Developer Contributions or its supporting text is amended to allow developer contributions to be used to support cross-boundary infrastructure, if required within the Plan period.

3.5 **Impacts on Centres in Adjoining Authorities** – the suggestion that the impact on the vitality and viability of existing centres should include centres in adjacent authorities has been accepted and included in Policy ED2 - Development in Town Centres, District Centres, Local Centres and Local Shopping Parades and Outside Defined Centres.

- 3.6 **Impacts on Amenity of Adjacent Communities** – the requests for clarification that policies for the port and maritime zone, for minerals and for pollution and hazards also apply to cross river communities in Wirral have not been taken forward (although the principle has been accepted in some of the supporting documentation).
- 3.7 It is therefore recommended that Policy ED1 - The Port and Maritime Zone; Policy NH8 - Minerals; and Policy EQ4 - Pollution and Hazards or their supporting texts are amended to make it clear that potential impacts on neighbouring authority areas would also be considered.
- 3.8 **Nature Conservation** – the suggestion that reference should be made to the potential for cross boundary partnership working to address the impact on designated European Sites has only partly been taken forward. The supporting text to Policy NH1 - Environmental Assets only refers to partnership working to manage recreational pressure on the Sefton Coast, although the Implementation and Monitoring section highlights the future need for a more formal framework or strategy for monitoring and managing recreational access across the City Region.
- 3.9 It is therefore recommended that Policy NH1 - Environmental Assets or its supporting text are amended to also refer to managing visitor pressure at other internationally important nature sites within the City Region.
- 3.10 **Seaforth Nature Reserve** – the suggestion that the port and maritime policy should consider the potential impact on designated European sites has only been applied to Seaforth Nature Reserve.
- 3.11 It is therefore recommended that Policy ED1 - The Port and Maritime Zone, is further amended to require all port-related proposals to demonstrate no likely significant effects on internationally important nature sites.
- 3.12 **Southport Seafront** – the need to restrict development that could have an adverse effect on the adjacent internationally important site has now been addressed in Policy ED8 - Southport Seafront and the accompanying Habitats Regulations Assessment has not identified any further implications.

#### **4.0 RELEVANT RISKS**

- 4.1 The main risk is that the Sefton Local Plan will be examined and adopted without taking the comments of Wirral Council into account.

#### **5.0 OTHER OPTIONS CONSIDERED**

- 5.1 The only alternative is not to make a formal response to the consultation exercise.

#### **6.0 CONSULTATION**

- 6.1 The Publication Draft Local Plan has been made available for statutory public consultation for eight weeks, between 30 January and 27 March 2015.

#### **7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

- 7.1 There are no implications for Wirral's voluntary, community and faith groups arising directly from this report.

## **8.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

8.1 There are no resource implications arising directly from this report, unless the Council decides that it wishes to present additional evidence at the public examination of the Sefton Local Plan.

## **9.0 LEGAL IMPLICATIONS**

9.1 Wirral Council is under a legal duty to cooperate with Sefton Council on the preparation of statutory land use planning policies.

## **10.0 EQUALITIES IMPLICATIONS**

10.1 Sefton Council have prepared a Local Plan Equality Impact Assessment - <http://www.sefton.gov.uk/media/536694/EqIA-Local-Plan-for-web.pdf>

## **11.0 CARBON REDUCTION IMPLICATIONS**

11.1 Sefton's corporate priorities include supporting a low carbon economy. An objective of the Sefton Local Plan is to respond to the challenge of climate change, by encouraging the best use of resources and assets.

## **12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

12.1 The planning implications for Wirral are set out within the main body of this report.

## **13.0 RECOMMENDATION**

13.1 **It is recommended that Sefton Council is informed that Wirral Council supports the intention of Sefton Council to provide for their own needs as set out within the Publication Draft Local Plan, subject to the additional clarifications set out in Section 3.0 of this report.**

## **14.0 REASON FOR RECOMMENDATION**

14.1 To allow a formal response to be submitted to Sefton Council on their Local Plan consultation and meet the Council's statutory duty to cooperate with Sefton Council on the preparation of land use planning policies.

**REPORT AUTHOR:** **Peter Cushion**  
*Senior Planning Officer*



## **APPENDICES**

Sefton Local Plan Preferred Options - Summary Overview

## **REFERENCE MATERIAL**

[Sefton Publication Draft Local Plan](#) and supporting documents

**SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
Delegated Report – A Local Plan for Sefton – Consultation on Preferred Options	19 September 2013
Delegated Report - Sefton Council Core Strategy - Development Options Consultation	28 July 2011

# Local Plan for Sefton Publication Draft Consultation - January 2015

## Summary Overview

### Chapter 1 – Introduction and Duty to Cooperate

Chapter 1 provides an overview of the content of the Local Plan, identifies the key influences on its preparation and summarises the stages of its production. It also sets out how Sefton believe that they have fulfilled the legal 'duty to cooperate' and identifies the key strategic matters addressed in preparing the Local Plan.

The key influences on the Local Plan include:

- The National Planning Policy Framework (NPPF) - particularly the need to boost the supply of housing and facilitate sustainable development
- Sefton's role within the sub-region – including the Liverpool City Region 'Combined Authority'; the 'transformational actions' of the Local Enterprise Partnership; and the Local Nature Partnership 'Nature Connected'
- Evidence – the findings of the range of studies undertaken by Sefton or in partnership with Liverpool City Region authorities, including a sustainability appraisal and the Habitats Regulations Assessment required under the European Habitats Directives
- Previous Consultation - comments received that have helped shape the content of the Plan, considered in the context of the NPPF.

The Key Strategic Matters identified include:

- addressing sub-regional housing and employment needs;
- the land needs arising from the expanded Port of Liverpool;
- provision for businesses relocating from land adjacent to the Port of Liverpool; and
- Joint Waste Local Plan.

**Comment:** *There are no issues affecting Wirral in this section of the Plan.*

### Chapter 2 – Profile of Sefton

Chapter 2 sets the sub-regional context for the Plan and provides a summary of the social, environmental and economic characteristics of the Borough.

Sefton is a borough of contrasts with five main settlement areas in three geographical areas. In the south, Bootle, Litherland, Seaforth and Netherton share the metropolitan character of Liverpool; in the centre of the Borough are the settlements of Crosby, Maghull, Hightown and Formby; and in the north, the Victorian resort of Southport, which together comprise about half the land area of the Borough. The other half of Sefton is rural, including a number of villages, and is covered by the Merseyside Green Belt which is tightly drawn around the towns and villages.

The population is currently around 273,700 having declined slowly from a peak of 300,100 in 1981. The decline has now stabilised and is projected to reverse, to rise to about 280,000 by 2037 (ONS 2012 based sub national population projections).

Sefton has a sensitive environment with:

- 22 miles of coast, most of which is of international importance for nature conservation;
- more than 150 parks, playing fields and sports pitches and other public open spaces;
- a large amount of high quality agricultural land;

- over 500 Listed Buildings; 25 Conservation Areas; 5 registered Parks and Gardens; 13 Scheduled Ancient Monuments;
- much of Sefton is flat and low lying, with over 40,000 properties at risk of surface water flooding;
- Bootle's industrial past has left large tracts of contaminated and derelict land in need of remediation; and
- five air quality management areas.

#### Homes & Neighbourhoods

- Sefton has a largely self-contained housing market, with a higher proportion of owner occupiers outside Bootle and Netherton;
- house prices are generally higher in central and north Sefton, with a need for affordable housing;
- long term vacant homes are concentrated in south Sefton and central Southport; and
- Sefton has one of the oldest populations in the North West and by 2030 the number of residents aged over 65 will exceed 80,000 by 2030.

#### Jobs and economy

- Sefton is economically part of the Liverpool City Region, providing up to 90,000 jobs, including a quarter in the public sector;
- two out of every five of Sefton's working residents commute to work outside the Borough, particularly from Crobsy, Formby and Maghull. Southport is a relatively self-contained;
- only 1,190 Sefton residents travelled to work in Wirral, while 1,920 Wirral residents travelled to Sefton to work;
- the older industrial areas in the south of the Borough account for only about 7% of employment;
- Sefton's employment land supply is the smallest of any of the greater Merseyside local authorities;
- Sefton has high skill levels and low rates of deprivation, although parts of Bootle, Seaforth and Southport are within the most deprived 20% of neighbourhoods in the country;
- Unemployment rates (at 8.4%) are lower than in Liverpool and Knowsley but rates in parts of Sefton, including Bootle, remain twice the national average;
- Bootle and Southport are the main town centres in the Borough;
- The Port of Liverpool is critically important and ambitious plans for expansion will require a significant modernisation of the City Region's road and rail infrastructure;
- The visitor economy is critical to Southport's long term economy, supporting over 4,000 full time equivalent jobs.

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

### **Chapter 3 – Key issues and Challenges, Vision and Objectives**

Chapter 3 sets out the key issues and challenges for Sefton, describes what Sefton will be like at the end of the plan period when the policies in the Local Plan have been implemented and identifies the objectives of Sefton's Local Plan.

Key issues and challenges include

- urban regeneration;
- the changing age structure and population;
- meeting Sefton's diverse need for homes, as far as possible close to where they arise;
- providing employment opportunities, sustaining growth and improving access to the labour market;



- supporting town and local centres;
- growing the Port without unacceptable harm to amenity;
- providing the infrastructure to support growth;
- improving access to services and employment;
- protecting and enhancing the high quality environment;
- raising the quality of life of Sefton's most deprived households; and
- responding to climate change.

The Vision for Sefton in 2030 includes:

:

- delivery of sustainable development that meets local needs including provision of affordable housing and specialist accommodation for the elderly;
- the provision of two new high quality business parks;
- expanding the Port, as a catalyst for investment;
- a more flexible approach to town and local centres, to allow them to withstand changes to retailing and develop new roles;
- the protection of nature sites, heritage assets and green infrastructure;
- making the most of tourism potential, to accommodate increasing numbers of visitors without adding to the pressure on the natural environment;
- reducing deprivation, with a healthier environment and greater choice in housing and job opportunities;
- increasing the use of low-carbon, decentralised and renewable energy; and
- directing development away from areas at risk of flooding or coastal change;

The Plan's objectives are to:

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

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

#### **Chapter 4 – Priorities, Policy Principles and Spatial Strategy**

Chapter 4 sets out the spatial challenges that Sefton faces to meet the needs for homes, jobs, associated infrastructure and a high quality living environment in a way that makes the most of resources and minimises harm.

The need for new housing has been reviewed, to take the most recent 2012 sub-regional population projections into account. This includes an assessment of 'pent up' need based on the Census. The Strategic Housing Market Assessment Update (November 2014) identifies a net need for up to 434 affordable dwellings a year equivalent to 7,815 dwellings over the Plan period and recommends that 15% of the Borough's housing provision over the Plan period should be for special needs 'extra care' housing for older people, to reflect Sefton's ageing population. Successive Strategic Housing Land Availability Assessments have found a significant shortage of urban land to meet the housing needs of the Borough.

A review of Sefton's employment land, published in 2012, identified a shortfall of 30.76 hectares of employment land, two thirds of which was needed in the south and one third in the north. There is no scope to provide additional sites in the built-up area.

Virtually all the land outside the main settlements is within the Green Belt. A review of the Green Belt is long overdue. Sefton has considered all the available options and neighbouring authorities are unable to help. West Lancashire and Knowsley also require land to be removed from the Green Belt to meet their own needs.

Without altering the Green Belt, the amount of development would fall well short of the assessed need for housing and employment, with severe consequences including (as set out, following consultation, in a published Consequences Study):

- failure to meet the Government's requirement of promoting sustainable economic development and boosting the housing supply;
- demand for new housing outstripping supply, increasing house prices and leading to younger people being unable to stay in the area;
- a significant need for affordable housing remaining unmet;
- constraint on the provision of specialist older person's housing, limiting the freeing up of larger family homes for local families;
- an increasingly ageing population, as younger people are unable to stay;
- fewer opportunities to retain and allow local companies to grow and attract inward investment and economic growth; and
- more pressure on town centres and local services, due to declining demand.

The lack of sufficient suitable and available urban land and the inability of adjoining authorities to help, are presented as the 'exceptional circumstances' required by national policy to justify a review of the boundary to the Green Belt through the Local Plan.

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

## **Chapter 5 - Sustainable Development**

Chapter 5 reiterates the national policy requirement to 'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs' and sets out the Sefton's policies for sustainable development.

Policy SD1 - Presumption in Favour of Sustainable Development

Policy SD2 - Principles of Sustainable Development

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

## **Chapter 6 – Meeting Sefton's Needs**

Chapter 6 identifies the number of homes and the amount of employment land that will be provided for and allocates sites for development.

The housing requirement is 11,070 over the Plan period. A 5 percent buffer has been added in case a few sites do not come forward or densities are lower. The total identified supply is 11,787. Around 6,300 homes can be accommodated in the urban area including allocations on former green spaces.

Some of the sites identified in the Plan will not be completed until beyond 2030 and could contribute an additional 500 dwellings to the supply after the end of the Plan period.

‘Safeguarded land’ to meet longer-term needs, beyond the plan period has also been identified to accommodate around 1,000 dwellings, which will also be taken out of the Green Belt but protected from development and only allocated for development through a future review of the Local Plan.

The employment land requirement over the Plan period is 84.5 hectares. Seven employment sites can be provided in the urban area but at least 30 hectares will need to be accommodated in the Green Belt, at three proposed Strategic Employment Locations.

Policy MN1 - Housing and Employment Requirements proposes that the requirement for 11,070 new homes will be provided at an annual rate of 500 dwellings per annum between 2012 and 2017 and 660 dwellings per annum between 2017 and 2030; and the provision of 84.5 hectares of employment land between 2012 and 2030; and identifies the sources from which they will be met.

Policy MN2 - Housing, Employment and Mixed Use Allocations identifies the key development sites that will be allocated for housing, employment, and mixed-use development, as shown on the Policy Map.

A number of the allocated sites identified in Policy MN2 require site-specific policy guidance and the following policies set out site specific issues that development on these sites will need to address:

Policy MN3 - Strategic Mixed Used Allocation – Land East of Maghull

Policy MN4 - Land North of Formby Industrial Estate

Policy MN5 - Land South of Formby Industrial Estate

Policy MN6 - Land at Brackenway, Formby

Policy MN7 - Sefton’s Green Belt sets out how the Council will apply and interpret the requirements of national policy for development. The extent of the Green Belt is defined on the Policy Map. No further alterations will be made to the Green Belt boundary until a future Local Plan review.

Policy MN8 - Safeguarded Land identifies, in line with national planning policy, two areas of Safeguarded Land between the urban area and the Green Belt in order to meet longer term needed beyond the current Plan period.

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

## **Chapter 7 – Economic Development and Regeneration**

Chapter 7 sets out policies for Sefton’s priorities for economic growth and identifies the main focus for regeneration during the Plan period and the types of development the Borough would like to attract to its employment sites:

Policy ED1 - The Port and Maritime Zone permits development and re-structuring within the Port and Maritime Zone including the expansion of the operational port subject to criteria

including restrictions in relation to Seaforth Nature Reserve

Policy ED2 - Development in Town Centres, District Centres, Local Centres and Local Shopping Parades and Outside Defined Centres

Policy ED3 - Primarily Industrial Areas

Policy ED4 - Mixed Use Areas

Policy ED5 - Tourism

Policy ED6 - Regeneration Areas

Policy ED7 - Southport Central Area

Policy ED8 - Southport Seafront

Policy ED9 - Crosby Centre

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan, subject to the recommendations on Policy ED1 – The Port and Maritime Zone (Paragraph 3.7 and Paragraph 3.11 of the accompanying Delegated Report refer).*

## **Chapter 8 – Housing and Communities**

Chapter 8 contains policies on affordable homes, homes for older people, housing mix, meeting the needs of travellers, and the type of development that will be allowed in residential areas:

Policy HC1 - Affordable and Special Housing Needs sets out requirements for affordable housing in terms of the percentage of total bedspaces and allows for special needs housing to be substituted for up to 50 percent of the affordable housing contribution.

Policy HC2 - Housing Type, Mix and Choice sets out the requirement for the type and mix of properties in developments of 15 or more dwellings. At least 25 percent of market dwellings should be 1 or 2 bedroom properties and at least 40 percent 3 bedroom properties, subject to site specific constraints, economic viability and neighbourhood characteristics.

Policy HC3 - Residential Development and Development In Primarily Residential Developments

Policy HC4 - House Extensions and Alterations and Conversions to Houses in Multiple Occupation and Flats

Policy HC5 - Planning for Gypsies and Travellers allocates sites to meet the Borough's needs for Gypsy and Traveller pitches in line with the findings of the Merseyside and West Lancashire Gypsy and Traveller Accommodation Needs Assessment.

Policy HC6 - Assets of Community Value sets out the criteria for assessing development that would result in the loss of a formally listed Asset of Community Value.

Policy HC7 - Education and Care Institutions in the Urban Area sets out the type and scale of development which will be acceptable in principle on school and college sites and care institutions.

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

## **Chapter 9 – Infrastructure**

Chapter 9 contains policies that explain the Council's approach to developer contributions to support of infrastructure, including priorities for transport and waste:

Policy IN1 - Infrastructure and Developer Contributions

Policy IN2 - Transport

### Policy IN3 - Managing Waste

A viability assessment has been undertaken to set out the potential scope for a Community Infrastructure Levy in Sefton but no decision on whether to proceed has yet been made.

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan, subject to the recommendation on Policy IN1 – Infrastructure and Developer Contributions (Paragraph 3.4 of the accompanying Delegated Report refers).*

## Chapter 10 – A Quality, Healthy Environment for Sefton

Chapter 10 contains policies to improve the places people live in, dealing with issues related to access, design, pollution, energy efficiency, flood risk and the provision of trees and open spaces:

Policy EQ1 - Planning for a Healthy Sefton

Policy EQ2 - Design

Policy EQ3 - Accessibility

Policy EQ4 - Pollution and Hazards

Policy EQ5 - Air Quality

Policy EQ6 - Land Affected by Contamination

Policy EQ7 - Energy Efficient and Low Carbon Design

Policy EQ8 - Managing Flood Risk and Surface Water

Policy EQ9 - Provision of Public Open Space, Strategic Paths and Trees in Development

Policy EQ10 - Food and Drink

Policy EQ11 - Advertisements

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan, subject to the recommendation on Policy EQ4 – Pollution and Hazards (Paragraph 3.7 of the accompanying Delegated Report refers).*

## Chapter 11 – Natural and Heritage Assets

Chapter 11 contains policies to protect and enhance environmental assets, including the coast, nature sites, open spaces, minerals; and built assets, such as listed buildings, conservation areas and recreation facilities:

Policy NH1 - Environmental Assets

Policy NH2 - Protection and Enhancement of Nature Sites, Priority Habitats and Species

Policy NH3 - Development in the Nature Improvement Area

Policy NH4 - The Sefton Coast and Development

Policy NH5 - Protection of Open Space and Countryside Recreation Areas

Policy NH6 - Urban Golf Courses

Policy NH7 - Rural Landscape Character

Policy NH8 - Minerals

Policy NH9 - Demolition or Substantial Harm to Designated Heritage Assets

Policy NH10 - Works Affecting Listed Buildings

Policy NH11 - Development Affecting Conservation Areas

Policy NH12 - Development Affecting Registered Parks and Gardens

Policy NH13 - Development Affecting Archaeology and Scheduled Monuments

Policy NH14 - Development Affecting Non-Designated Heritage Assets

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan, subject to the recommendations on Policy NH1 – Environmental Assets (Paragraph 3.9 of the accompanying Delegated Report refers) and Policy NH8 – Minerals (Paragraph 3.7 of the accompanying Delegated Report refers).*

## **Chapter 12 – Implementation and Monitoring**

Chapter 12 sets out how the Plan will be implemented and monitored. Policy PIM1 - Planning Enforcement sets out the Council's approach to protecting the public from inappropriate development and the future need for a more formal framework or strategy for monitoring and managing recreational access across the City Region is identified.

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan, subject to the recommendation related to Policy NH1 – Environmental Assets (Paragraph 3.9 of the accompanying Delegated Report refers).*

## **Appendices**

Appendix 1 - Site Specific Requirements

Appendix 2 - Nature Conservation and Enhancement – Supporting Information

Appendix 3 - Local Plan Monitoring

Appendix 4 - Supplementary Planning Documents

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*

## **Policy Maps**

For Southport; Formby; Bootle and Crosby; and South East Sefton

**Comment:** *There are no issues affecting Wirral in relation to this section of the Plan.*



## CRT & SEFTON COUNCIL MEETING NOTES

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5<sup>th</sup> May 2015

Margaret Carney, CEO

Alan Lunt, Regeneration Director

Bob Pointing, Chair of the NW Partnership, Canal & River Trust

Chantelle Seaborn, Waterway Manager, Canal & River Trust

George Ballinger, Head of Engineering, Canal & River Trust

Julie Sharman, Head of Asset Management and Performance, Canal & River Trust

### Background and introductions

### Actions

MC confirmed that the council are keen to work in partnership with CRT. She noted that the canal is important to the community in Sefton. AL commented that historically relationships have not always been easy with CRT, discussions over new bridges being protracted and at times fraught.

AL spoke about the Hawthorne road corridor and the challenges for regeneration and the additional contaminated land issues. However despite the economics and severe cuts in the councils funding they are still keen to develop plans which improve the area for the communities.

The council confirmed that they are keen to make use of funding opportunities as they arise and that the Community Infrastructure Levy (CIL) is one source which could be relevant to the canal environment.

AL also mentioned that the communities particularly around Maghull have residual concerns about flooding and in the past, the Council, UU, Owners with riparian responsibilities and CRT have suffered from reputational damage from amongst communities.

Action separate meeting to be arranged with Sefton and our water engineer Ken Fowler.

CS

CS explained the changes in the Trust and the new approach to local communities and volunteering, she outlined the local priorities and explained the role of the NW Partnership chaired by Bob Pointing.

Current plans include improving access to the canal through moveable bridges and the bicentenary event at Eldonian village in 2016.

All agreed that regular contact and working together on regeneration around the canal was a good way forward.

### Partnership working opportunities

JS shared the work on canal strategies from Liverpool and Chester and it was agreed that a strategy for the canal in Sefton would be desirable and AL agreed this should be subject to a

separate discussion. Any strategy should build on Sefton's current plans for regeneration of the area and not in isolation.

Action: meeting to look at potential canal strategy.

AL/CS

JS mentioned the planning guidance note by TCPA on watersides development,

Action: JS send link to AL.

JS

AL felt that the shopping area the Strand has potential to integrate better in the future with the canal and the owners are keen to promote a dialogue, Steve Bergquist, local manager for CRT is in contact with them.

CS spoke of the recent success we have in securing funding for our Coast to Coast canoe trail which will have a hub of activity in Liverpool, and outlined an approach she has received for the Carolina Basin site from SAFE productions. They are keen to set up a canoeing centre and have put in an expression of interest via HLF. Given the other youth activity around coast to coast she is keen to support this and would be looking for support in principle from the council. AL suggested proposals for the Carolina Basin site and adjacent Council owned site should be subject to a joint development brief in order to maximise potential outcomes for both organisations.

MC noted that Sefton own the Crosby lake facility and this could be used as part of the coast to coast programme.

Action: introduce new PM to Sefton contacts

CS

### **Moveable Canal Bridges**

Wango Lane,

GB explained that the Trust have reviewed the bridge crossing at Wango lane and have done a high level review of the potential for this bridge to be replaced by a fixed structure. CRT are aware that this is a busy road crossing used regularly by emergency services and consequently this affects the operational availability for boat users. The bridge also currently lacks wig wags and has to be operated by CRT staff because of the safety concerns which would arise through user operation. The bridge needs some interim improvement and could be fully upgraded as a moveable structure but given the issues we have also considered the high level crossing and would be prepared to contribute to a fixed replacement. In terms of design a more detailed. Feasibility is required and advice from highways on grades etc given the restrictions imposed by landscape and nearby rail underpass is needed.

CRT estimate a rough cost for a fixed bridge would be in the order of £1.5m and given our current liabilities a contribution could be made available from the trust in the order of £500k subject to approvals etc.

All agreed that in principle the idea was sound and needed further testing,

Action. JS and AL to liaise and put our highways and bridge teams in contact to undertake a further feasibility.

JS/AL

Availability of funding is an issue for all and it was agreed to look into potential sources which may be available nationally or via EU. CIL funding if available could be a funding source.

CRT has also reviewed the other moveable bridges of which there are several, the other main bridge is Netherton and this has been assessed as suitable for user operation once upgraded.

### **Changing perceptions**

CS explained that in recent conversations with boaters she had picked up the impression that this length of the canal was seen to be improving which was positive. However we have had 3 deaths in the area recently and have met with council and police representatives about this



and agreed an action plan. 2 deaths are linked to alcohol misuse and the other appears to be a very unfortunate accident.

CRT are interested in the council's view of the current safety perception particularly in relation to historic fencing along the canal. GB referred to areas in Edinburgh where a canal was introduced into the community having been lost for decades and concerns over safety were addressed through good design, e.g reed beds along the edge. It is now well loved and has been embraced as integral to the community itself.

CRT would be keen to remove the physical barriers to the canal but recognise it needs to be part of a programme of change which in part involves the trust working with the communities more closely but also needs to be addressed through planning and redevelopment design (reference TCPA guide)

AL pointed out that local communities and elected members currently have strong views on ensuring the safety of the canal vis-à-vis local children and work would be required if these perceptions as to safety requirements were to change.

It was agreed that a visit for councillors/residents to another canal regeneration project might be useful in discussing and dispelling perceptions of canals being inherently unsafe.

Action: arrange exchange visit for councillors

CS

Proposed dates for a future meeting:  
14, 17 (pm), 21-13, 25, 28-30.

# Nature Connected, Liverpool City Region Local Nature Partnership – ‘duty to co-operate’

## Guidance and Template for use by Partners

The table below provides a structured approach to considering how Nature Connected priorities and NPPF compliance have been taken account of in preparing Local Plans, Strategic Plans, Strategic Policies, programmes and other strategic documents affecting the Liverpool City Region. It has been updated from the original template trialled in July 2013 on the basis of the revised objectives and priorities of Nature Connected. Whilst the approach has a particular emphasis on Plan Plans, the table should be used and adapted to review other strategic plans and programmes.

Our approach is to list Nature Connected objectives, priority actions and key areas for NPPF compliance in the left hand column to enable each part of the Plan and, the Plan as a whole, to be reviewed. Completion of the table by District planning colleagues (for example) as a “self-assessment” shall provide the Plan makers with a clear audit trail of how the Plan contributes to the LNP priorities, while at the same time, enabling Nature Connected to show where added value can be result.

A NPPF compliance assessment has been included alongside Nature Connected objectives and priority actions. Comments on approach, particularly in terms of the most important ones from the LNP perspective, are encouraged. This approach should demonstrate how the Plan (and other strategic documents) is compliant with the natural environment sections of the NPPF.

A key test for the emerging Local Plans is to demonstrate how Nature Connected objectives and priority actions have been taken into account during plan preparation. The table has been set out in line with general Local Plan headings and whilst it may not be directly transferable to other strategic documents, the Plan promoter is encouraged to adapt the approach as appropriate. We hope the matrix approach is helpful.

Given that Nature Connected does not have dedicated resources or paid staff, it is the responsibility of the Plan (or other strategic document) maker to complete the table as a “self-assessment”. This will then form a basis for discussion with the Board of Nature Connected who welcomes engagement on duty to co-operate.

In addition to the objectives set out in the table below, Nature Connected has priority actions. Emerging Local Plans (and other strategic documents) should assess how their plans and policies assist implementation of these. It is however, a matter for the

Local Plan (or strategic document) promoter to form a view on the relevance of each of these and include them within the self-assessment. Please note that Nature Connected may seek clarification on why a particular objective or strategic action has not been considered applicable. The 6 priority actions are as follows:

**Action A** – Advocate for, seek to protect and enhance our natural environment.

**Action B** – Build strategic influence to maximise our natural assets – particularly LEP, H&WBB, new Combined Authority, six Local Authorities, private sector, landowners and the Voluntary Charitable and Social Enterprise Sector.

**Action C** – Create an evidence base to support good decisions in regeneration, planning, health, environmental management, EU investment and Growth Strategy and Marketing Liverpool.

**Action D** – Deliver the GI framework Action Plan / Biodiversity Plan and emerging Ecological Network for the LCR

**Action E** – Connect and collaborate across agencies / groups – Atlantic Gateway.

**Action F** – Attract funding to support natural asset development – EU and other.

Self-Assessment of XXXXXXXXXXXXXXXXXXXX completed by Name:

Organisation:

Date:

	Local Plan, strategic plan or programme				
LNP Objectives – relevant for Plans	Vision	Objectives	Strategic Policies	Detailed Policies	Allocations and / or Policy Map
<p><b>1 Natural Assets</b>                      Advocate and champion a clear and competing vision for the Natural Environment of the LCR. <b>Driving forward strategic environmental priorities and addressing environmental inequalities.</b></p>					
<p><b>2 Natural Influence</b>                      Engage effectively with strategic partners in all sectors (local government, business, health, community, education, etc.) and particular the LEP so Nature Connected becomes a valuable enabling and advisory partner.                      Ensure shared understanding and commitment across Nature Connected, the LEP, Health and Wellbeing Boards and other strategic and community partners. This should enable the development of a ‘single voice at the strategic level’ and contribute to the achievement of environmental, economic, health and well-being and cultural objectives.</p>					
<p><b>3 Natural delivery</b>                      Develop and promote the evidence base on the value of the natural environment to the people and business of the LCR. Act as a forum for best practice exchange, consultation and engagement.</p>					

Become a “critical friend” on key strategies and plans for the LCR to anticipate and improve the environmental performance of strategic planning, decision-making and investment, programme design and delivery.					
<b>4 Natural Resilience</b> Celebrate the legacy and history of environmental community activity and environmental initiatives and use this as a platform to deliver more sustainable environmental “wins” to improve the natural, economic and social resilience of the LCR.					
<b>5 Natural Prosperity</b> Develop and implement innovative programmes that create value for nature, people and the economy and secure funding/resources to deliver them.					
<b>6 Natural Connections</b> Work across geographical boundaries with other Local Nature and Economic Partnerships, particularly Atlantic Gateway and Liverpool Green Partnerships to support strategic alignment of priorities and delivery.					
<b>LNP Priority Actions (select as appropriate) –</b>	Vision	Objectives	Strategic Policies	Detailed Policies	Allocations and / or Policy Map
<b>NPPF compliance Key areas</b>	Vision	Objectives	Strategic Policies	Detailed Policies	Allocations and / or Policy Map
Contribute to protecting and enhancing our natural, built and					

historic environments – specifically improve biodiversity (Para 7 bullet point 3);					
Move from a net loss of biodiversity to achieving net gains for nature (Para 9 bullet point 2)					
Climate change adaptation and risk management (Para 99, 100 bullet point 3, 107 bullet point 2)					
Joint working at the landscape scale (Paras 17 bullet point 1, 152, 156 bullet point 5, 157 bullet point 8, 165, 180 etc.)					

**Informing the Plan, Programme or Strategy:** [this may be used by Nature Connected if there is a particular issue which could usefully be addressed as part of a consultative response and/or duty to co-operate activity]. In order to implement the outcomes of the draft policies and demonstrate compliance with the NPPF, it would be helpful to insert relevant text.

**Overall view:** [this summary should be draft by the Plan promoter for agreement with Nature Connected]

The XXX Local Plan has considered how to reconcile the sustainable development and economic growth aspirations for insert District and the LCR, together with acknowledging the importance of insert District and the LCR’s environmental assets. LCR GI and emerging Ecological Network are incorporated and opportunities for implementation through a range of draft policies are embedded. Significant benefits/effects from implementation of the Local Plan are envisaged.