



Sefton Local Plan

(Proposed Modifications)



Sustainability Appraisal Addendum

December 2015

Table of contents

1	Introduction	1
2	Non-technical summary	1
2.1	Summary of changes	1
2.2	Alternatives considered.....	2
2.3	Appraisal findings	3
2.4	Mitigation and enhancement.....	5
2.5	Monitoring.....	5
3	Summary of changes	6
4	Consideration of alternatives	8
4.1	Proposed modifications.....	8
4.2	Strategic port related development.....	9
5	Alternative locations for a business park at Land East of Maghull	11
6	Appraisal of proposed modifications	14
6.1	Economy	15
6.2	Local Economy.....	16
6.3	Communities	17
6.4	Housing.....	18
6.5	Accessibility	19
6.6	Health and wellbeing.....	20
6.7	Climate change and resource use	21
6.8	Flooding.....	22
6.9	Environmental quality	23
6.10	Landscape.....	24
6.11	Biodiversity.....	25
6.12	Culture and heritage.....	26
7	Mitigation and enhancement	27
8	Cumulative effects and conclusions	27
9	Monitoring and next steps	29
9.1	Monitoring.....	29
9.2	Next steps.....	29

APPENDIX A - Port development 'areas of search'

APPENDIX B - Strategic appraisal update

1 Introduction

AECOM is commissioned to undertake a sustainability appraisal (SA) in support of the Sefton Local Plan. SA is a process for considering and communicating the likely effects of a draft plan, with a view to avoiding and mitigating adverse effects and maximising the positives. This Addendum has been prepared to document the implications of proposed modifications to the Local Plan. The Addendum also deals with new reasonable alternatives for strategic Port related development.

It is important to read this addendum alongside the main SA Report which contains further detail on the scope of the SA and provides the context in which these policies have developed¹.

2 Non-technical summary

The Council has proposed a number of modifications to Plan policies. These modifications have been subject to sustainability appraisal to identify any significant effects on the environment, economy and communities.

2.1 Summary of changes

The Council has proposed a series of changes to the Local Plan. Some of these changes are minor and are unlikely to lead to any significant effects. Other changes are considered to be ‘major’ and thus here is potential for some effects upon the environment, economy or communities. These changes are summarised in the table below and are the focus of this SA Addendum.

Policy	Summary of proposed modifications
MN3 Land East of Maghull	<ul style="list-style-type: none">• Housing will not be permitted until an SPD has been produced.• Clarity on the minimum older persons housing that should be provided.• Clarity on the need to provide a distributor road and bus route.• Clarity on the improvements to existing rights of way.• Clarity on the need to reduce flood risk and avoid zones 2 and 3
MN6A Moss Lane, Churchtown	New policy.
ED2 Retail and Town Centres	Clarity that retail, leisure and other town centre uses located outside of existing centres must demonstrate that: <ul style="list-style-type: none">• that they would not prejudice the delivery of existing, committed, and planned public and private investment within any existing defined centres, and• that no significant adverse impact on the vitality and viability of any existing centres will arise from the proposed development, including to local consumer choice and trade in defined centres and the wider area, up to five years from the time the application is made.

¹ This report is an Addendum to the Main SA Report, and should be read as such. It is not intended to represent an ‘SA Report’ in the context of the SEA Regulations, which requires the presentation of certain information in the SA Report. It is not appropriate, proportionate or in the interests of effective consultation to repeat all this information in the Addendum.

Policy	Summary of change
ED3 Primarily Industrial Areas	Clarify and strengthen the importance of ensuring B1, B2 and B8 are prioritised.
ED8A Marine Park	New policy
EQ8 Flood Risk	<ul style="list-style-type: none"> • Clarity on the flood risk measures required for ground floor and basement access. • Clarity on the need for long term access and maintenance to SuDS. • Clarity on the role of SuDs in controlling water quality and habitats.
EQ9 Public Open Space	<ul style="list-style-type: none"> • Clarity on the requirements and standards with regards to new public open space. • Clarity on the preference for on-site provision.
NH1 Environmental Assets	<ul style="list-style-type: none"> • Clarity on the requirements for mitigation and compensation. • Clarity on the key heritage assets in Sefton that will be a priority for safeguarding and enhancing. • Strengthened approach to protecting the setting of heritage assets and pursuing opportunities.
NH8 Minerals	<ul style="list-style-type: none"> • Clarity and strengthening with regards to requirements to safeguard minerals and supporting infrastructure.

2.2 Alternatives considered

Proposed modifications

No reasonable alternatives to the proposed modifications have been identified. This is largely due to the following reasons:

- alternative approaches to the policies had already been explored in previous stages of the SA process;
- The proposed modifications do not change the principles of the policies, rather they add further detail on specific aspects of the policy.

The only exception to this is to Policy MN3 which there are potential options to where the 20ha serviced business park could be located. The business park could feasibly be located in any part of the site, including:

- A site in the north east of the site adjacent to the motorway junction
- A linear site adjacent to the motorway,
- A linear site the northern edge of the site or
- A site at the south of the site.

The appraisal found that there were minimal differences between these detailed locational options.

The preferred approach is to identify a broad location for the business park at the north east section of the site close to Junction 1 of the motorway. This is identified at proposed figure 6.1 of the Local Plan. The key reason for this is the proximity to junction 1 of the M58 which is considered an important factor in the ability to attract investment and businesses to the area.

Although the broad location has been set in Policy MN3, an SEA will be carried out when a site Masterplan is produced that will explore potential significant effects, mitigation and enhancement measures in more detail.

Port related alternatives

The Liverpool City Region Superport Land and Property Market Analysis provides a forecast that over a 20 year period a further 400-500 hectares of high quality employment land is required to meet the anticipated significant increase in demand due to the port expansion. Whilst this document doesn't advocate that this should all be located in Sefton, in the absence of a study to determine the amount of land that Sefton could or should accommodate, it is a useful process to test the option of meeting all the identified need in Sefton as a reasonable alternative.

The SA finds that meeting full port needs in Sefton would have **significant negative effects** upon landscape and traffic generation. There would also be negative effects on biodiversity and heritage. Although there would be economic benefits, these would not outweigh the negative effects.

The Council have not identified a site for Port related port uses in the Local Plan. Whilst there has been a study that identifies the total amount of land required for port related uses further work is required on the preferred locations at the sub-regional level for this land and when it will be required. The Liverpool City Region authorities are about to commission an assessment of sub-regional housing and employment requirements across the sub-region to determine what the overall level of need is. This will include an assessment of the land requirements for port related employment. The Council have committed to an immediate review of its Local Plan to take account the findings of this study, including to meet any identified need for port related employment land.

2.3 Appraisal findings

This section sets out a summary of the effects of the policies subject to proposed modifications and discusses any further effects that the modifications are predicted to generate.

Effects of the policy	Further effects of proposed modifications
<p>Policy MN3 is predicted to have positive effects upon a range of SA topics as strategic development will support the local economy, housing and health and wellbeing. Although strategic development could have negative effects on environmental factors, the policy sets out measures to mitigate these and achieve enhancement where possible. Policy MN3 in itself is therefore positive in this respect.</p>	<p>The proposed changes clarify the requirements for infrastructure improvements on site, which would have positive outcomes. However, no further significant effects are predicted.</p>

Effects of the policy	Further effects of proposed modifications
Policy MN6a is predicted to have positive effects upon a range of SA topics as strategic development will support the local economy, housing and health and wellbeing. Although strategic development could have negative effects on environmental factors, the policy sets out measures to mitigate these and achieve enhancement where possible. Policy MN6a in itself is therefore positive in this respect.	
Policy ED2 is predicted to have positive effects on local centres, economies and accessibility by setting the principles for retail development in centres.	The modifications are unlikely to have significant effects.
Policy ED3 is predicted to have insignificant effects across the majority of sustainability topics with positive implications only being predicted for the economy and communities.	The proposed modifications do not lead to any further effects for any SA topics.
Policy ED8A is a new policy and is likely to have positive effects across all SA topics with the exception of housing and flooding. Although positive effects are predicted, none of these are likely to be significant. However, in combination with other plan policies such as NH1, this policy has the potential to have significant positive effects on heritage assets in Southport.	
Policy EQ8 is predicted to have positive effects upon flood risk management, with beneficial effects for climate change resilience and the control of pollution.	The proposed modifications do not lead to any further effects for any SA topics.
Policy EQ9 is predicted to have a positive effect across a range of sustainability topics. This relates to the benefits of open space for health and wellbeing, biodiversity, climate change and landscape value.	The proposed modifications would lead to further positive effects by seeking specific standards for open space to be achieved on site where possible.
NH1 is predicted to have positive effects on a range of environmental factors, with knock-on benefits for health and wellbeing. The effects of the submitted version of the policy were not predicted to be significant.	The proposed changes strengthen the approach to heritage protection and enhancement, which is predicted to have a significant positive effect on culture and heritage. These effects would be enhanced by other plan policies such as ED8A.
Policy NH8 is predicted to have insignificant effects across the majority of sustainability topics with positive implications only being predicted for the climate change and biodiversity in relation to the need for sensitive remediation and the promotion of minerals efficiency.	The proposed modifications do not lead to any further effects for any SA topics.

2.4 Mitigation and enhancement

No mitigation or enhancement measures were identified throughout the appraisal process. This is largely due to the fact that the proposed modifications in themselves have been made to enhance positive effects and to mitigate any negative effects.

2.5 Monitoring

At the current stage (i.e. within the SA Report and Addendum), there is only a need to present measures *envisaged* concerning monitoring. Only one significant effect was identified as a result of the proposed modifications and this related to culture and heritage. Indicators for heritage are still in the process of being established and will be finalised before the Plan is Adopted.

3 Summary of changes

The Council has proposed a series of changes to the Local Plan. Some of these changes are minor and are unlikely to lead to any significant effects. Other changes are considered to be ‘major’ and thus here is potential for some effects upon the environment, economy or communities. These changes are summarised in the table below and are the focus of this SA Addendum. The detailed proposed modifications to the Local Plan can be found in the examination library www.sefton.gov.uk/examlibrary

Policy	Summary of proposed modifications
MN3 Land East of Maghull	<ul style="list-style-type: none"> • Housing will not be permitted until an SPD has been produced. • Clarity on the minimum older persons housing that should be provided. • Clarity on the need to provide a distributor road and bus route. • Clarity on the improvements to existing rights of way. • Clarity on the need to reduce flood risk and avoid zones 2 and 3
MN6A Moss Lane, Churchtown	New policy.
ED2 Retail and Town Centres	<p>Clarity that retail, leisure and other town centre uses located outside of existing centres must demonstrate that:</p> <ul style="list-style-type: none"> • that they would not prejudice the delivery of existing, committed, and planned public and private investment within any existing defined centres • that no significant adverse impact on the vitality and viability of any existing centres will arise from the proposed development, including to local consumer choice and trade in defined centres and the wider area, up to five years from the time the application is made.
ED3 Primarily Industrial Areas	Clarify and strengthen the importance of ensuring B1, B2 and B8 are prioritised.
ED8A Marine Park	New policy
EQ8 Flood Risk	<ul style="list-style-type: none"> • Clarity on the flood risk measures required for ground floor and basement access. • Clarity on the need for long term access and maintenance to SuDS. • Clarity on the role of SuDs in controlling water quality and habitats.
EQ9 Public Open Space	<ul style="list-style-type: none"> • Clarity on the requirements and standards with regards to new public open space. • Clarity on the preference for on-site provision.

Policy	Summary of proposed modifications
NH1 Environmental Assets	<ul style="list-style-type: none"> • Clarity on the requirements for mitigation and compensation. • Clarity on the key heritage assets in Sefton that will be a priority for safeguarding and enhancing. • Strengthened approach to protecting the setting of heritage assets and pursuing opportunities.
NH8 Minerals	<ul style="list-style-type: none"> • Clarity and strengthening with regards to requirements to safeguard minerals and supporting infrastructure.

4 Consideration of alternatives

4.1 Proposed modifications

The table below sets out the consideration of whether there are any reasonable alternatives to each proposed modification. Alternative approaches to a range of plan issues were considered at earlier stages of plan making (discussed in the main SA Report). At this stage, the focus is on whether there are alternatives to the proposed modifications, not to the whole policy approach.

Policy	Alternatives considered
<p>MN3 Land East of Maghull</p>	<p>A short list of reasonable site options were appraised prior to the Local Plan being finalised including this site. The SA findings fed into the decision making process.</p> <p>Proposed modifications set out further detail such as the minimum levels of older persons housing required. It would be possible to test the implications of different amounts of older persons housing, but this is a matter for viability studies rather than the strategic assessment that an SA provides.</p> <p>The business park could feasibly be located in any part of the site, including:</p> <ul style="list-style-type: none"> • A site in the north east of the site adjacent to the motorway junction • A linear site adjacent to the motorway, • A linear site the northern edge of the site or • A site at the south of the site. <p>Section 5 of this report discusses these alternatives in further detail.</p>
<p>MN6A Moss Lane, Churchtown</p>	<p>A short list of reasonable site options were appraised prior to the Local Plan being finalised including this site. The SA findings fed into the decision making process.</p> <p>The policy sets out requirements to ensure that positive effects are maximised and negative effects are minimised. This is driven by evidence and consultation feedback and there are no meaningful alternatives to the policy.</p>
<p>ED2 Retail and Town Centres</p>	<p>Proposed changes do not change the principle of the policy to protect the viability and vitality of local centres, but allows some flexibility. No reasonable alternatives are identified.</p>
<p>ED3 Primarily Industrial Areas</p>	<p>There is evidence to suggest that B1, B2 and B8 uses should be protected and promoted. The proposed changes strengthen the policy in this regard and it is not considered necessary to test alternative approaches at this stage.</p>

Policy	Summary of proposed modifications
ED8A Marine Park	This is a new policy that sets out strategic principles for development in a sensitive area. It is therefore inherently positive. There are no alternative approaches other than to not have a policy at all, but this is not considered reasonable.
EQ8 Flood Risk	The proposed changes set out specific requirements for vulnerable properties. These are sensible flood risk management measures and it is not considered that there are any reasonable alternatives to the changes.
EQ9 Public Open Space	The proposed changes clarify local standards for open space and the preference for on-site provision (unless it is unfeasible). An alternative approach would be to rely on a more generic policy, but this essentially represents the submitted version of the policy which has already been appraised. No other alternatives are considered reasonable.
NH1 Environmental Assets	The proposed changes set out the assets that are of principle importance for heritage in Sefton. An alternative approach would be to rely on a more generic policy, but this essentially represents the submitted version of the policy which has already been appraised. No other alternatives are considered reasonable.
NH8 Minerals	There are no reasonable alternatives to the proposed modifications, which do not change the principles of the Policy.

4.2 Strategic port related development

The Liverpool City Region Superport Land and Property Market Analysis [document EM.6 in the examination library] provides a forecast that over a 20 year period a further 400-500 hectares of high quality employment land is required to meet the anticipated significant increase in demand due to the port expansion. Whilst this document doesn't advocate that this should all be located in Sefton, in the absence of a study to determine the amount of land that Sefton could or should accommodate, it is a useful process to test the option of meeting all the identified need in Sefton as a reasonable alternative.

This issue was discussed at the examination hearings and it was proposed that the SA ought to test the implications of accommodating the full employment needs associated with the Port of Liverpool within Sefton.

Within the Sustainability Appraisal Report (published alongside the Submission version of the Local Plan) nine strategic options for the core strategy were tested against the sustainability framework.

For each of these strategic alternatives, a sub-option was appraised that explored the implications of a specific site for port related development [site AS17 which has been proposed by Peel Holdings for port related development].

This SA Addendum includes an additional sub-option for each of the nine strategic options that include sufficient land to meet the full employment needs associated with the Port of Liverpool.

The appraisal of this sub option for the nine strategic alternatives is presented in Appendix B to this report.

In testing the option of meeting all the port related employment land in Sefton some assumptions have had to be made as there has been no assessment of what sites are available with the exception of the 48ha site proposed by Peel Holdings at Switch Island [AS17].

Given the locational requirements of the port related employment land requiring connections to the railway and motorway a broad 'area of search' has been identified. This is available at Appendix A to this report. The identification of this area of search is purely for an assessment of these sub-options to be understood in terms of their potential spatial implications. It in no way signifies the Council's preference for this location or quantum for development for port related employment uses.

What is the preferred option and why?

The Council have not identified a site for Port related port uses in the Local Plan. Whilst there has been a study that identifies the total amount of land required for port related uses across the Liverpool City Region, further work is required on the preferred locations at the sub-regional level for this requirement and when it will be needed. The Liverpool City Region authorities are about to commission an assessment of sub-regional housing and employment requirements across the sub-region to determine what the overall level of need is. This will include an assessment of the land requirements for port related employment. The Council have committed to an immediate review of its Local Plan to take account the findings of this study, including to meet any identified need for port related employment land.

In the absence of a sub-regional study, and an assessment of what may be the most suitable locations across the Liverpool City Region, the Council do not consider allocating sites in Sefton at this stage is appropriate. The appraisal has identified that site AS17 [land at Switch Island] and meeting the entire port related employment land requirement has a range of sustainability constraints. Whilst many of these could be mitigated, in absence of an appraisal of sites elsewhere it is not possible to state that these are the most suitable or sustainable locations.

5 Alternative locations for a business park at Land East of Maghull

The amended policy MN3 Land East of Maghull identifies a broad location for the business park. This is provided in the proposed figure 6.1 of the Local Plan and identifies the location in the north east quadrant of the site. This location is adjacent to junction one of the M58.

A Supplementary Planning Document [SPD] for this site will be prepared. The Council have determined that the SPD will require a Strategic Environmental Assessment. This assessment has been undertaken to identify any initial potential concerns that may be apparent from identifying the road location of the business park. At this stage further detail on access, layout, design and other key planning considerations for the business park are unknown and these will be assessed at the detailed Strategic Environmental Assessment of the SPD.

The business park could feasibly be located in any part of the site, including:

- A site in the north east of the site adjacent to the motorway junction
- A linear site adjacent to the motorway,
- A linear site the northern edge of the site or
- A site at the south of the site.

The table below sets out a high level appraisal of each option against each SA Topic.

SA Topic	Identified effects
Economy	The principle of locating a business park at this site is predicted to be positive regardless of location. In terms of the potential location of the business park it is not considered that each option will be demonstrably different from each other with the edge given to locations that have easier access to the motorway junctions. It is likely that the options that locate the business park close to the motorway junction and is visible from the motorway will be a more attractive proposition for businesses to consider locating there.
Local Centres	It is not considered that the different options for the location of the business park on land east of Maghull [Policy MN3] will have any noticeable difference on this sustainability theme. Positive effects would be achieved for each option relating to the increased spending in local centres that could occur as a result of business locating nearby.
Communities	It is not considered that the different options for the location of the business park on land east of Maghull [Policy MN3] will have any noticeable difference on this sustainability theme. The effects on communities of a new business park would be positive due to the potential to provide jobs and homes to deprived communities.
Housing	Establishing a business park near to new housing is positive in terms of promoting housing that is close to jobs. However, it is not considered that the different options for the location of the business park on land east of Maghull [Policy MN3] will have any noticeable difference on this sustainability topic.

SA Topic	Identified effects
Accessibility	<p>The policy seeks to secure a bus route through the site which will improve access to the business park regardless of its location. It may be that locating the business park close to the rail stations [both existing and proposed] will improve accessibility, although the rail stations will be no more than 600-800 metres from the entrance of the business park, regardless of where it is located.</p> <p>Whilst the location of the business park adjacent to the motorway junction will improve access to cars and commercial vehicles, access by public transport won't be any different for the different options for locating the business park.</p>
Health and wellbeing	<p>A business park ought to have beneficial effects as access to a job is a key determinant of health and wellbeing. It is not considered that the different options for the location of the business park on land east of Maghull [Policy MN3] will have any noticeable difference on this sustainability theme. However, options that locate the business park closer to existing residential areas could be more positive with regards to promoting walking and cycling to access work, although wherever the business park is located the entrance won't be more than 600-800 metres from the rail station.</p>
Climate change and resource use	<p>As discussed above [under accessibility] it is difficult to determine any demonstrable difference between options to locate the business park in different parts of the site. Whilst locating the business park immediately adjacent to rail stations may encourage fewer people to access the employment area by car this is not expected to be significant as much of the site will be accessible by bus in any case and no part of the site is too far from the rail stations.</p>
Flooding	<p>None of the options would be at significantly greater risk of flooding than the others. Therefore, it is predicted that the different options would have insignificant effects and there would be no discernible differences between the options.</p>
Environmental quality	<p>On balance, the options do not perform significantly different from one another with regards to environmental quality. Whilst options that locate the business park close to the motorway could reduce traffic in residential areas, they would be less likely to promote rail travel. Conversely, options close to the railway stations are more likely to promote rail travel, but vehicle traffic might be more likely to be pass through residential areas.</p>
Landscape	<p>A strategic site in this area could have negative implications on landscape character, and this might be particularly the case for the business element of development which would involve larger buildings and vehicular movements. However, it is not predicted that the different options for the location of the business park on land east of Maghull [Policy MN3] will lead to a noticeable difference on this sustainability theme. Each location has the potential for negative effects, and mitigation measures to reduce these effects. It may be considered that locating the business park close to the east of the site will have greater impact on the open countryside further to the east, but the potential to mitigate this issue remains. As the landscape in this part of the borough is generally flat, any large units would be noticeable wherever they were located.</p>

SA Topic	Identified effects
Biodiversity	The location of the business park is unlikely to lead to a difference in the effects upon biodiversity.
Culture and Heritage	There are no designated heritage assets within or adjacent to the site. The location of the business park is unlikely to lead to a difference in the effects upon heritage.

The preferred approach

The preferred location for the business park has been identified in the policy as in the north east of the site close to junction 1 of the M58. This is to maximise the economic benefits of having a key location with excellent links to the strategic road network. Nevertheless the Strategic Environmental Assessment of the Supplementary Planning Document will consider in greater detail the impacts of the detailed master planning of the site.

6 Appraisal of proposed modifications

The appraisal identifies and evaluates 'likely significant effects' on the baseline / likely future baseline associated with the Local Plan approach, drawing on the sustainability topics and issues identified through scoping as a methodological framework.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy measures under consideration. The ability to predict effects accurately is also limited by understanding of the baseline and (in particular) the future baseline.

In light of this, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made. In many instances it is not possible to predict likely significant effects, but it is possible to comment on the merits of the Plan approach in more general terms.

It is important to note that effects are predicted taking into account the criteria presented within the SEA Regulations. So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. The potential for 'cumulative' effects is also considered. These effect 'characteristics' are described within the appraisal as appropriate under each sustainability topic.

The appraisal of the proposed modifications is set out within separate tables for each of the sustainability topics listed below (which are derived from the SA Framework).

- Economy
- Local Centres
- Communities
- Housing
- Accessibility
- Health and wellbeing
- Climate Change and resource use
- Flooding
- Environmental quality
- Landscape
- Biodiversity
- Culture and Heritage

To give the appraisal 'added structure', each policy with proposed modifications is assigned one (or more) of the following symbols in-line with predicted 'broad implications'. To reflect the different impacts that proposed modifications could have, the policies may be scored as both positive and negative against the same SA Objectives. This reflects the fact that the Local Plan could have different impacts in different locations and circumstances.

✓ Positive implications - Negligible implications ✗ Negative implications ? Uncertainty

It is important to note that these symbols are not used to indicate 'significant effects'. Where significant effects are predicted, these are highlighted in the accompanying text; with the text coloured as follows:there would be a **significant positive effect**.

The cumulative impacts of all the policies taken together are discussed under each sustainability topic.

6.1 Economy

Sustainability Themes	SA Objectives	Supporting questions
Economy	1. Encourage economic growth and investment 2. Reduce unemployment and skills 5. Provide the required infrastructure to support growth.	Will the plan provide sufficient land for business development? Will the plan Support Seftons key employment sector (ports and tourism)? Will the plan help to diversify the local economy? Will the plan help to encourage investment within Sefton? Will the plan help to reduce the number of people out of work? Will the plan improve access to education and training? Will the plan help to retail and improve employment opportunities? Will the plan help match skills to Employment opportunities?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓	✓	✓	✓	✓	-	-	-	-

Policy MN3 is a strategic mixed use site, including the requirements for a 20 hectare [net] of serviced business park. It also clearly sets out a range of infrastructure that will be needed to support economic growth in this area, such as public transport links and a new motorway junction. This ought to ensure that development is attractive to businesses. Provision of a large number of homes is also beneficial to the wider economy by supporting jobs in the construction industry and providing a good choice of homes for the local workforce. These effects are similarly positive for MN6a (land at Moss Lane). Policy MN3 is unlikely to have any further positive effects on the economy compared to those that were predicted in the Submission version of the Local Plan. However, MN6a introduces a new site that is likely to have additional positive effects compared to the Submission Plan.

Policy ED2 helps to divert investment in to Sefton’s local centres and this will help support employment opportunities in accessible locations. Even with the preference of established retail parks and well connected out of centre locations over other out of centre locations, this policy still scores positively as residents will be able to access these places to use the facilities or for employment. Although positive, the policy changes are unlikely to have a significantly different effect to those predicted for ED2 in the SA Report at Submission stage.

Policy ED3 is particularly important for safeguarding important employment land that is in short supply, and will be required to offset the loss of employment land associated with the Port expansion. The proposed modifications provide further clarity on the role of B1, B2 and B8 employment uses, which is positive, but unlikely to generate significant effects.

The new policy on Marine Park, Southport [ED8A] provides the guidance to ensure that the tourism and visitor economy is maximised making the most of Southport Seafronts cultural and heritage assets. This ought to have a positive effect on the economy by supporting appropriate regeneration of this important site.

Policy EQ8 could have beneficial effects for the economy by seeking to reduce flood risk. The effects are not predicted to be significant though.

It is not predicted that amended policies EQ9, NH1 and NH8 will have a significant effect on this sustainability theme.

6.2 Local Economy

Sustainability Themes	SA Objectives	Supporting questions
Local centres	<p>3. Support the Rural Economy</p> <p>4. Maintain vibrant town, local and village centres.</p>	<p>Will the plan protect farming and other established rural businesses? Will the plan help to diversify the rural economy</p> <p>Will the plan help rural residents to access employment?</p> <p>Will the plan priorities retail, leisure or office development in and around existing town and local centres?</p> <p>Will the plan result in a significant loss of best and most versatile agricultural land?</p> <p>Will the plan encourage more people to use existing centres?</p> <p>Will the plan make centres more attractive to businesses, including shops, leisure and offices?</p>

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓	-	✓	-	✓	-	-	-	-

Whilst the development of both land east of Maghull [MN3] and Moss Lane [MN6A] will result in the loss of agricultural land, the impact on the rural economy will be negligible. These sites are identified in any case in Policy MN2 and these policies merely add further detail. Land east of Maghull in particular will create a large population at the edge of Maghull that will have good access [through the provision of a new bus route] to Maghull District Centre. This ought to be positive with regards to supporting the vitality of local centres. The proposed modifications are unlikely to have any significant further effects than those identified in the SA Report.

Policy ED2 directs retail, leisure and main town centres uses in the first instance to existing centres, which ought to have a positive effect on the vitality of local centres. The proposed modifications still retail this principle and thus the effects would be the same.

The new policy on Marine Park [ED8A] seeks the regeneration of a key location near to Southport Town Centre. Linked trips should help to support the existing town centre facilities, which would lead to further positive effects on the baseline associated with SA Objective 4.

It is not predicted that policies ED3, EQ8, EQ9, NH1 or NH8 (including the modifications) will have a significant or demonstrable effect on this sustainability theme.

6.3 Communities

Sustainability Themes	SA Objectives	Supporting questions
Communities	<p>6. Reduce inequalities and social deprivation</p> <p>7. Reduce crime and improve safety</p> <p>11. Strengthen communities and help people to be involved in decision making.</p>	<p>Will the plan help to improve the conditions and prospects of people living in the most deprived areas?</p> <p>Will the plan help to support the regeneration priorities of the Council and its' partners?</p> <p>Will the plan help to reduce inequalities according to ethnicity, gender, age and other groups?</p> <p>Will the plan help to reduce crime and the fear of crime?</p> <p>Will the plan help to protect personal safety and reduce accidents?</p> <p>Will the plan help create and strengthen local communities that are diverse and stable?</p> <p>Will the plan encourage people to get involved in local decisions and become more active in their communities?</p>

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓	✓	✓	✓	✓	-	✓	-	-

Access to a decent home and a good job are key factors in helping to tackle poverty and deprivation; which also has knock on long-term benefits in terms of reducing crime and building attractive communities. Policies MN3, MN6A, ED2, ED3 and ED8A all set out a process for the provision or protection of housing and/or employment opportunities. Therefore, along with other plan policies, these would contribute to a **significant positive effect** on the baseline. The modifications to these policies are not predicted to generate further effects.

The provision of good quality open space through policy EQ9 is a key part of regenerating local areas, reducing inequalities and strengthening communities. The modifications ought to have a slightly more positive effect on communities by setting out clearer requirements and standards with regards to new open space. The preference for on-site provision should also help to ensure that existing communities benefit from development, which is positive where development is in proximity to deprived areas in particular.

Policies EQ8, NH1 and NH8 are not predicted to have a significant effect upon any the baseline associated with any of the SA Objectives within this sustainability theme. The proposed modifications do not change this position,

6.4 Housing

Sustainability Themes	SA Objectives	Supporting questions
Housing	8.Meet Sefton's diverse housing needs	Will the plan help to meet Sefton's housing needs? Will the plan help to meet Sefton's affordable and specialist housing need? Will the plan provide a diverse choice of housing?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓	✓	-	-	-	-	-	-	-

Policies MN3 and MN6A both provide the basis for the delivery of new homes in these areas. Whilst Policy MN2 allocates these sites for housing, these policies set out specific requirements for the delivery of access and other improvements that will make the homes accessible. These policies would therefore have a positive effect on the baseline related to housing.

Policy MN3 now (as a result of the proposed modifications) has a specific requirement for older person homes, which should lead to further positive effects on meeting housing needs.

The requirements of Policy EQ8 may make some housing schemes more difficult to deliver, due to the requirements to reduce surface water run-off and SuDS, and this may make some schemes unviable, although through the proposed modifications the policy now makes it clear this should only be when it is 'reasonably practical'. This should ensure that negative effects are avoided and thus a neutral effect is predicted.

Policies ED2, ED3, ED8A, EQ9, NH1 and NH8 are not predicted to have a significant effect upon housing. The proposed modifications do not change this assessment.

6.5 Accessibility

Sustainability Themes	SA Objectives	Supporting questions
Accessibility	9. Provide better access to services and facilities, particularly by walking, cycling and public transport.	<p>Will the plan promote a wider range of local services and facilities?</p> <p>Will the plan increase accessibility to existing services and facilities? Will the plan encourage use of sustainable travel?</p> <p>Will the plan improve links between areas?</p>

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓✗	✓✗	✓	-	✓	-	✓	-	-

Policies MN3 and MN6A both support employment and housing provision at strategic mixed used developments. The associated mix increase in traffic is predicted to have negative effects, but this should be offset by the requirement to secure strategic improvements to infrastructure. For example both policies provide specific policy measures that will promote the use of sustainable modes of transport and travel such as walking, cycling and public transport. Policy MN3 also states that contributions will be secured to fund infrastructure improvements, contribute to the new train station and park and ride at Maghull North. Both policies seek to secure and subsidise bus routes through the site.

Nevertheless, whilst these measures will help to provide choice in transport the level of growth in these areas will still result in an increase in car trips. For that reason the policies will have both positive and negative implications for this sustainability issue. It is considered that the policies provide a sufficient approach to minimising the impact of this issue. The proposed modifications clarify the requirements for transport infrastructure improvements. Whilst this is beneficial, the proposed changes would not lead to significant further positive effects compared to the Submitted version of the Policy.

Policy ED2 seeks to direct leisure, retail and other main uses to Sefton's main centres. This ought to have a positive effect in terms of improving access to existing and new services and facilities. Whilst this policy is inherently positive, the effects are not considered to be significant, as these patterns of development would be necessary anyway through the NPPF. Whilst the proposed changes to policy ED2 do add retail parks and accessible out of centre locations into the hierarchy, the policy still prioritises Sefton's existing centres and these are in accessible locations. The proposed changes are therefore not predicted to have a significant effect.

The proposed modifications to EQ9 would lead to positive effects as it now sets out more specific requirements for achieving standards of open space provision for local communities. The principle of on-site provision as first preference should help to ensure that residents have local access to adequate open space, which ought to reduce the need to travel. The policy is also clearer with regards to the need to mitigate potential effects upon public rights of way, whilst enhancing links will be a requirement where appropriate.

It is predicted that policies ED3, EQ8, NH1 and NH8 will not have a significant effect on this sustainability theme. The proposed changes do not change this assessment.

6.6 Health and wellbeing

Sustainability Themes	SA Objectives	Supporting questions
Health and wellbeing	<p>10. Provide environments that improve health and social care.</p> <p>20. Provide a quality living environment.</p>	<p>Will the plan provide and protect areas than can be used for formal and informal recreation?</p> <p>Will the plan provide for environments that would help the mental health and wellbeing of residents?</p> <p>Will the plan ensure high levels of design?</p> <p>Will the plan help to create places where people choose to work and do business?</p> <p>Will the plan help to create attractive local neighbourhoods</p> <p>Will the plan help to foster a sense of civic pride and identity?</p>

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓	✓	✓	-	✓	-	✓	✓	-

Both policies MN3 and MN6A provide for opportunities for outdoor recreation. The revised policy will continue to have a positive impact on this sustainability theme as it prioritises the existing centres for investment which help provide attractive places where people will choose to live/work and create civic pride. Similarly, the guidance for the development of Marine Park will help create a significant visitor destination for Southport which will help improve the identity of Southport. This policy also requires high design levels, new open space and pedestrian links, which should have a positive effect upon health and wellbeing.

Policy ED2 seeks to ensure centres retain their vibrancy, opportunities and distinctiveness by refocusing Leisure, retail and other services back into town, district and local centres. ED2 therefore has potential to generate additional employment and improve the public realm in Sefton's urban centres, which should promote these areas as desirable places to work and live. The proposed modifications would not lead to any differences in these predicted effects.

EQ9 is predicted to have a positive effect on health and wellbeing by ensuring that local residents have access to good quality open space. The proposed modifications would not lead to a discernible difference in effects.

Policy NH1 is predicted to have a positive effect as access to biodiversity and culture can have a beneficial effect on health and wellbeing. The proposed modifications are not predicted to have any further positive effects with regards to health and wellbeing.

6.7 Climate change and resource use

Sustainability Themes	SA Objectives	Supporting questions
Climate Change and resource use	12. Mitigate and adapt to climate change.	Will the plan help to reduce carbon emissions? Will the plan reduce car use? Will the plan promote energy efficiency? Will the plan promote renewable energy production?
	15. Reduce waste and the use of natural resources	Will the plan promote an increase in trees, open space and other green infrastructure? Will the plan reduce the amount of natural resources used (energy, water, minerals)? Will the plan help reduce waste and promote recycling?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓✗	✓✗	-	-	✓	✓	✓	✓	✓

Policy MN3 and MN6a support the delivery of new employment sites in areas accessible by public transport. This ought to improve access to jobs for local people, meaning that there would be a reduced need to travel outside of Sefton for work. Furthermore, these site policies seek to establish improved connectivity with surrounding areas by enhancing walking, cycling and public transport links. This too should help to minimise greenhouse gas emissions associated with increased traffic generated from these developments.

Policies MN3 and MN6A and ED8A require the provision of open space and green infrastructure, which has the potential to have positive effects in terms of improving resilience to climate change. Whilst policies MN3 and MN6a support new development (which in itself generates demand for energy and produces waste), no significant effects are predicted on resource use. In the absence of these allocations it is still possible that development could come forward and standards for energy and waste are set out nationally.

Policies EQ9 and NH1 set out the requirement for new developments to protect and enhance green infrastructure, which should have a positive effect on climate change resilience. The proposed modifications add some clarity on the standards to be required, which is beneficial, but no further effects are predicted.

. NH8 seeks to minimise the need for mineral extraction and for the restoration of sites used for mineral extraction, which ought to have a positive effect in reducing greenhouse gas emissions. The proposed modifications are predicted to have no effects beyond those identified for the Submitted version of the Policy.

6.8 Flooding

Sustainability Themes	SA Objectives	Supporting questions
Flooding	13. Reduce the risk from flooding	Will the plan reduce the risk from flooding to existing homes and businesses? Will the plan ensure new development is built in areas with low flood risk? Will the plan help reduce surface water flooding?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
-	?	-	-	-	✓	-	✓	-

The strategic mixed use site to the East of Maghull does contain a watercourse with a small portion of the site at risk of fluvial flooding. The corresponding policy (MN3) seeks to ensure that buildings are not located in areas at risk of flooding and that SUDs are incorporated to manage potential increases in surface water flooding. Consequently, a neutral effect is predicted on flood risk.

Within the updated EA Flood Maps almost half of the Moss Lane site (MN6A) is in flood zone 3 and the development of this site may present a risk from flood risk. However, once flood defences are taken account of the risk is significantly reduced and most of the site would be considered flood zone 1. The Council also has strong flood risk policies and this policy specifically requires flood risk mitigation. An uncertain effect is predicted at this stage, as it is unknown what detailed flood risk measures would be secured.

Policy EQ8 incorporates a range of measures that emphasise the importance of managing flood risk and surface water within Sefton over the plan period. Delivery of these policies reflects guidance outlined in Section 10 (paragraph 103) of the NPPF. However, EQ8 does provide clarity on the level of surface water run off that would be acceptable with new developments. In this respect, the policy is positive as it requires brownfield developments to achieve a reduction in run-off rates and volumes by 20% compared to existing levels. The proposed modifications add further detail to flood mitigation measures required for basement and ground floor level properties in vulnerable areas. This should have further positive effects on flood risk, but a significant effect would not be anticipated from these changes alone.

Policy NH1 sets out measures for the protection and enhancement of the green infrastructure within Sefton over the plan period. This should contribute towards managing flood risk if green infrastructure is delivered in appropriate areas throughout Sefton.

Policies ED2, ED3, ED8, EQ9 and NH8 are predicted to have no significant effects on flood risk.

6.9 Environmental quality

Sustainability Themes	SA Objectives	Supporting questions
Environmental quality	<p>14. Reduce pollution</p> <p>17. Bring back into use derelict and underused land and buildings.</p>	<p>Will the plan help reduce air pollution? Will the plan help reduce water pollution? Will the plan help reduce soil pollution? Will the plan help reduce noise pollution? Will the plan help reduce light pollution?</p> <p>Will the plan help bring back into use previously developed land? Will the plan help bring back into use vacant buildings? Will the plan encourage the remediation of contaminated land?</p>

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
?*	-	✓	-	✓	✓	✓	✓	-

The site to the east of Maghull [MN3] is of a scale that, even with measures to improve access to public transport, there is likely to be an increase in car use. This may increase air pollution. It is difficult to determine the impact of policy MN3 over and above the impact of the allocation of the site in Policy MN2 or to estimate the impact of the improved public transport. Site MN6A is not of the scale as land east of Maghull and the impact on this sustainability theme, particularly with the requirements for improved public transport, is likely to be limited.

Policy ED2 seeks to prioritise Sefton's existing centres. This will not only encourage the re-use of existing buildings, but also promote services and facilities in areas that have good public transport. Similarly the policy for Marine Park [ED8A] promotes a visitor attraction, with improved access to and through the site, in an accessible location. Car use should be significantly reduced with the implementation of these policies resulting in reduce pollution.

Policy EQ8 is primarily concerned with the issue of flood risk, although it does seek to ensure that Sustainable Drainage Systems should control pollution and enhance water quality. The requirement for new and improved open space and landscaping in development, as set out in EQ9, will have beneficial impacts on this sustainable theme. Open space and trees help to reduce local pollution and open spaces provide places for people to escape areas of pollution.

NH1, in its modified state, continues to provide the strategic approach to Sefton's environmental assets, many of which provide an important resource in mitigating environmental impacts.

Policy NH8 focuses on mineral extraction. In terms of environmental quality, extraction can only go ahead if no unacceptable adverse impacts are demonstrated, along with mitigation or any negative impacts. This includes factors such as noise pollution, dust, air quality and lighting. After any extraction takes place the Policy requires a high quality environmental restoration. The proposed modifications provide clarity on the types of infrastructure that should be protected to safeguard minerals and associated infrastructure. This will help to ensure that activities relating to the recycling of minerals and wastes are protected, which ought to have beneficial effects on mineral resources.

The modified policy ED3 is not considered to have any impact on this sustainability theme.

6.10 Landscape

Sustainability Themes	SA Objectives	Supporting questions
Landscape	16. Protect Sefton's valued landscape, coast and countryside	Will the plan help to protect and enhance areas valued for its landscape, including Sefton's coast and countryside? Will the plan restrict inappropriate development in areas valued for its landscape (including areas of coastal change)?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
-?	-?	-	-	✓	-	✓	✓	-

Policies MN3 and MN6A (allocated through policy MN2) will lead to the development of large areas of open countryside at the edge of the urban area. This could have negative effects on the character and function of the landscape in these areas. However, the policies require appropriate landscaping, within or at the edge of the open countryside. For example MN3 sets out the provision of a new 'main park'. For these reasons a neutral effect is predicted, but there is some uncertainty until detailed measures are drawn up. Potential impacts must be identified at project level.

The proposed modifications to MN3 would not lead to further effects than those identified for the Submission version of the Policy.

The new Policy on Marine Park [ED8A] includes a requirement for high quality landscaping. This is a site in a high profile location and the effect of this policy is therefore predicted to be positive. Policy EQ9 has been unchanged in the section that relates to landscaping and will have a positive impact on this sustainability theme by requiring minimum standards of tree planting and landscaping for new developments, as well as setting out the requirement for high quality open space for developments of over 50 dwellings. These measures should help to mitigate the effect of development at greenfield and greenbelt sites on the edge of the urban areas.

Strategic Policy NH1 sets out the strategic principles for the protection of Sefton's landscape and natural assets. This policy requires the protection and management of Sefton's natural assets, including enhancement and expansion, which should have a positive effect on maintaining a positive and naturally functioning landscape. The proposed modifications continue to provide the strategic policy approach to Sefton's environmental assets without having any further significant effects.

Whilst Policy NH8 does require the consideration of landscape in the restoration of sites, it considered the impact on the sustainability theme will be marginal.

6.11 Biodiversity

Sustainability Themes	SA Objectives	Supporting questions
Biodiversity	18. Protect and enhance biodiversity	Will the plan help protect and enhance existing areas of biodiversity value? Will the plan create new areas of biodiversity value?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
✓	✓	-	-	✓	-	✓	✓	✓

Although the development of large strategic sites could affect biodiversity through the loss and disturbance of habitats, policies MN3 and MN6A both have specific requirements for new habitat creation within the policy text. It is predicted that this should result in a positive outcome for biodiversity at these two sites.

This policy supports appropriate development in areas adjacent to sensitive biodiversity sites. However, Policy ED8A makes it clear that development which adversely impacts the integrity of the adjacent internationally important sites will not be allowed. It also requires landscaping as part of the redevelopment of the site, and this is likely to also be of biodiversity value. Therefore, this policy is likely to have a positive effect on biodiversity.

Policies ED2 and ED3 are predicted to have insignificant effects on biodiversity, and this position is the same in light of the proposed modifications.

Policy EQ9 sets out the requirement for new or enhancement of public open space in relation to new development. Whilst this is primarily concerned with recreation space it is likely to have some benefit for biodiversity too. The policy also requires landscaping and the protection [replacement if lost] of trees which will have a beneficial impact on this sustainability theme. The proposed modifications are unlikely to lead to further effects on biodiversity.

NH1, in its modified state, continues to provide the strategic approach to Sefton's environmental assets and continues to positively support the protection and enhancement of Sefton natural assets [including natural habitats and the ecological network].

Policy NH8 requires sensitive and high quality environmental restoration and aftercare of minerals and waste sites. This ought to have beneficial effects on biodiversity in the longer term. The proposed modifications are not predicted to have any significant effects.

6.12 Culture and heritage

Sustainability Themes	SA Objectives	Supporting questions
Culture and Heritage	19. Protect and enhance Sefton's culture and heritage	Will the plan preserve or enhance Sefton's cultural and heritage assets? Does the plan provide sufficient opportunity and encouragement for regeneration activity and improvements to cultural heritage?

MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
-	✓	?	-	✓	-	-	✓	-

Policy MN2 allocates a number of strategic development sites, which collectively could have negative effects on the historic environment. However, individual site policies seek to mitigate potential negative effects, which make them beneficial.

For example, although 'Land at Moss Lane' is close to North Meols Conservation Area, the Policy MN6A seeks to preserve the setting of this conservation area and its implementation should therefore have a positive effect.

The site to the land east of Maghull (covered by Policy MN3) does not have any designated heritage assets and the effect is predicted to be neutral.

Policy ED2 promotes a range of retail, leisure and other town centre uses in Sefton's existing town and other centres. The explanatory text explains that this could include cultural uses. It is difficult to determine the effect of this policy on this issue as the key cultural and heritage assets are those that exist already and scope for new cultural assets, particularly those that may be suited to a town centre locations, is likely to be limited. Having said this, the policy seeks to protect the vitality of town centres for retail uses, and this ought to have a positive effect on the setting of heritage assets.

Policy ED8A requires the development of the key site at Marine Drive, Southport to compliment the historic seaside environment, including retaining the views and setting of the key historic assets in the area, such as the pier and Kings Garden. Although development in this location has potential for implications on heritage, the policy is protective and ought to have a positive effect on heritage.

NH1 provides the strategic approach to Sefton's environmental assets and supports the protection and enhancement of Sefton heritage assets [including conservation areas, listed buildings and archaeology].

The proposed modifications to NH1 add specific detail on the valuable heritage features in Sefton that will be protected and enhanced. This ought to ensure a positive effect on heritage by focusing on what is important for Sefton. The modifications are also more positive with regards to pursuing enhancement opportunities. In the medium to long term this policy (following modifications) ought to have a **significant positive effect** upon heritage.

The modified policies ED3, EQ8, EQ9 and HN8 are not predicted to have a significant effect on the baseline associated with this sustainability theme.

7 Mitigation and enhancement

No mitigation or enhancement measures were identified throughout the appraisal process. This is largely due to the fact that the proposed modifications in themselves have been made to enhance positive effects and to mitigate any negative effects.

It should also be acknowledged that mitigation and enhancement measures were identified in the appraisal of these policies at previous stages of the plan preparation process. The exception is the two new policies MN6A and ED8a, but no mitigation or enhancement measures were identified for these policies either.

8 Cumulative effects and conclusions

The cumulative and synergistic effects of the proposed modifications are illustrated in the table below. A short discussion of each policy follows, summarising the effects of the policy and the difference the proposed modifications have made.

SA topic	MN3	MN6A	ED2	ED3	ED8A	EQ8	EQ9	NH1	NH8
Economy	✓	✓	✓	✓	✓	-	-	-	-
Local centres	✓	-	✓	-	✓	-	-	-	-
Communities	✓	✓	✓	✓	✓	-	✓	-	-
Housing	✓	✓	-	-	-	-	-	-	-
Accessibility	✓✗	✓✗	✓	-	✓	-	✓	-	-
Health and wellbeing	✓	✓	✓	-	✓	-	✓	✓	-
Climate change	✓✗	✓✗	-	-	✓	✓	✓	✓	✓
Flooding	-	?	-	-	-	✓	-	✓	-
Environmental quality	?✗	-	✓	-	✓	✓	✓	✓	-
Landscape	-?	-?	-	-	✓	-	✓	✓	-
Biodiversity	✓	✓	-	-	✓	-	✓	✓	✓
Culture and heritage	-	✓	?	-	✓	-	-	✓	-

Effects of the policy	Further effects of proposed modifications
Policy MN3 is predicted to have positive effects upon a range of SA topics as strategic development will support the local economy, housing and health and wellbeing. Although strategic development could have negative effects on environmental factors, the policy sets out measures to mitigate these and achieve enhancement where possible. Policy MN3 in itself is therefore positive in this respect.	The proposed changes clarify the requirements for infrastructure improvements on site, which would have positive outcomes. However, no further significant effects are predicted.
Policy MN6a is predicted to have positive effects upon a range of SA topics as strategic development will support the local economy, housing and health and wellbeing. Although strategic development could have negative effects on environmental factors, the policy sets out measures to mitigate these and achieve enhancement where possible. Policy MN6a in itself is therefore positive in this respect.	

Effects of the policy	Further effects of proposed modifications
Policy ED2 is predicted to have positive effects on local centres, economies and accessibility by setting the principles for retail development in centres.	The modifications are unlikely to have significant effects.
Policy ED3 is predicted to have insignificant effects across the majority of sustainability topics with positive implications only being predicted for the economy and communities.	The proposed modifications do not lead to any further effects for any SA topics.
Policy ED8A is a new policy and is likely to have positive effects across all SA topics with the exception of housing and flooding. Although positive effects are predicted, none of these are likely to be significant. However, in combination with other plan policies such as NH1, this policy has the potential to have significant positive effects on heritage assets in Southport.	
Policy EQ8 is predicted to have positive effects upon flood risk management, with beneficial effects for climate change resilience and the control of pollution.	The proposed modifications do not lead to any further effects for any SA topics.
Policy EQ9 is predicted to have a positive effect across a range of sustainability topics. This relates to the benefits of open space for health and wellbeing, biodiversity, climate change and landscape value.	The proposed modifications would lead to further positive effects by seeking specific standards for open space to be achieved on site where possible.
NH1 is predicted to have positive effects on a range of environmental factors, with knock-on benefits for health and wellbeing. The effects of the submitted version of the policy were not predicted to be significant.	The proposed changes strengthen the approach to heritage protection and enhancement, which is predicted to have a significant positive effect on culture and heritage. These effects would be enhanced by other plan policies such as ED8A.
Policy NH8 is predicted to have insignificant effects across the majority of sustainability topics with positive implications only being predicted for the climate change and biodiversity in relation to the need for sensitive remediation and the promotion of minerals efficiency.	The proposed modifications do not lead to any further effects for any SA topics.

9 Monitoring and next steps

9.1 Monitoring

At the current stage (i.e. within the SA Report and Addendum), there is only a need to present measures *envisaged* concerning monitoring. As such, Table 16.1 in the SA Report suggests measures that might be taken to monitor the effects (in particular the significant effects) highlighted by the appraisal of the plan.

The effects of proposed modifications are largely insignificant, and so the monitoring measures outlined in the SA Report are considered to be sufficient. However, significant environmental effects have been identified for culture and heritage as a result of the proposed modifications. Measures to monitor heritage assets are still being developed and will be set out when the Plan is Adopted. There is a requirement for an SEA Statement to be prepared which sets out what monitoring measures have been decided.

Significant effects identified	Proposed monitoring measures
Proposed changes to policy NH1, alongside other plan policies with positive implications for culture and heritage (particularly new policy ED8a), are predicted to have a significant positive effect on culture and heritage.	Number of listed buildings at risk Number of Conservation Areas 'at risk' Number of Scheduled Monuments 'at risk'
No significant effects were predicted for culture and heritage in the SA of the Submitted version of the Local Plan. These changes are therefore an improvement to the submitted plan.	Parks with green flag status

9.2 Next steps

The Local Plan has been 'submitted' for consideration by an Independent Planning Inspector at Examination. The Inspector will judge whether or not the Plan is 'sound'.

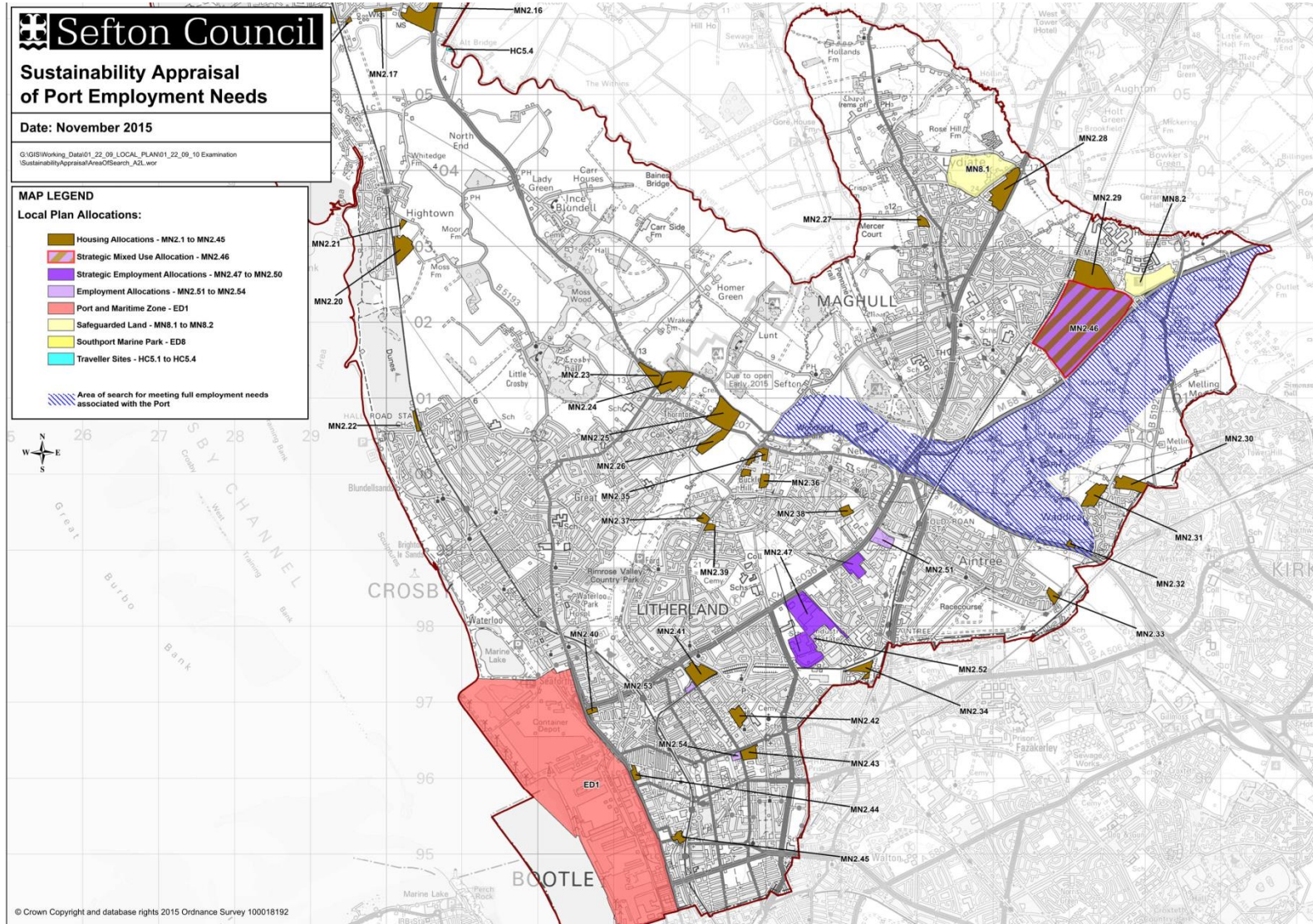
During the examination period the Council has prepared a number of proposed modifications to the Local Plan which have been appraised through the SA.

The proposed modifications and the SA Report will be submitted to the Inspector and a further round of consultation will be undertaken.

At the time of adoption an SA 'Statement' must be published that sets out (amongst other things):

- How this SA findings and the views of consultees are reflected in the adopted Plan, *i.e. bringing the story of 'plan-making / SA up to this point' up to date; and*
- Measures decided concerning **monitoring**.

Appendix A – Strategic port development areas of search



Appendix B - Sustainability appraisal update: Alternatives appraisal (the spatial strategy)

Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising the following alternative broad spatial approaches to housing and employment development in Sefton. Alternatives 2-5 have been appraised both with and without the proposed development of a strategic Port Logistics Site [site AS17]. This report updates this part of the SA report by testing alternatives 2-5 also with the additional of meeting the full port related employment requirements. As option one does not include any Green Belt the additional port options have not been applied to this.

- 1) Urban Containment
- 2a) Household projections dispersed across Sefton
- 2b) Household projections with a South Sefton focus
- 2c) Household projections with a North Sefton focus
- 3a) Objectively Assessed Need dispersed across Sefton
- 3b) Objectively Assessed Need focus in south Sefton
- 4) Objectively Assessed Needs higher forecast
- 5) Growth based upon Experian job forecast

The appraisal findings are presented in full within this Appendix. The appraisal table should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach. (NB: The SA Report will be updated to reflect the findings of this updated assessment).

Methodology

For each of the alternatives, the appraisal identifies and evaluates 'likely significant effects' on the baseline / likely future baseline, drawing on the sustainability issues identified through scoping (see Part 1 of the main report) as a methodological framework.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the alternatives policy approaches under consideration. The ability to predict effects accurately is also limited by understanding of the baseline and (in particular) the future baseline. In light of this, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made.²

Significant Positive effects are illustrated in the tables with green shading next to the relative alternatives and the text is highlighted within the appraisal text. Significant negative effects are illustrated with red shading.

In many instances it is not possible to predict significant effects, but it is possible to comment on the merits of alternatives in more general terms. This is helpful, as it enables a distinction to be made between alternatives even where it is not possible to distinguish between them in terms of 'significant effects'.

The following symbols have been used to identify the broad implications of the alternatives against the SA objectives. In some instances there could be both a positive and negative effect recorded, which reflects the fact that the alternatives could have positive effects in some areas, but negative effects elsewhere.

² As stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pageId=156210>): "Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."

↑ Broadly positive effects

↓ Broadly negative effects

? Uncertain effect

- Negligible effects

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	↑↓	Alt 2(a)	↑	Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)	?	Alt 3(b)	?	Alt 4	?	Alt 5	?
	<i>Port logistics site AS17</i>		Alt 2(a)		Alt 2(b)		Alt 2(c)		Alt 3a)	?	Alt 3(b)	?	Alt 4	?	Alt 5	?
	<i>Meeting full port requirements</i>		Alt 2(a)		Alt 2(b)		Alt 2(c)		Alt 3a)	?	Alt 3(b)	?	Alt 4	?	Alt 5	?
Economy	<p>Each alternative (excluding alternative 1) would include the delivery of employment at strategic sites to the east of Maghull, along the Dunning’s Bridge Corridor, and at extensions to Southport Business Park and Formby Industrial Estate. The development of these sites would provide employment opportunities to local residents, but could also attract some commuting from the wider City region (particularly for alternatives 2a, 2b and 2c), which would deliver a lower level of housing development in the Borough compared to 3a, 3b, 4 and 5. This is considered to be a positive effect as it would help to provide improved access to local job opportunities for local residents. Alternative 1 would involve a lower amount of employment land (58.4 hectares), and would therefore provide fewer opportunities to develop employment opportunities. This could lead to a fewer job opportunities for local residents, and lower levels of investment, which is considered to be a negative effect.</p> <p>Each of the alternatives would support housing growth (to differing levels), which would have direct positive effects in terms of supporting jobs and investment in the construction industry. There would also be indirect positive effects gained through new homes bonus payments and additional revenue from Council Tax. Alternatives 3-5 are considered likely to have a significant positive effect in this respect, as they would help to deliver high levels of investment across Sefton. Alternative 5 could have an even greater effect in terms of bringing investment to Sefton and the wider region. However, it is uncertain at this stage where this level of household development and employment could/would be delivered. At higher levels of growth (Alternatives 3-5), there is the potential for increased pressure on the local highway network. Without investment in upgrades to support this level of growth, businesses in the area may suffer and investment in employment sites may be less attractive. An uncertain effect has been recorded at this stage, as it is likely that new development would help to fund infrastructure improvements.</p> <p>There is currently a surplus of primary and secondary school places to accommodate some of growth of the population. The levels of population growth and housing proposed under alternative 1 could be accommodated without the need for significant capacity increases and in fact it is likely that schools may close due to falling pupil numbers. At higher levels of growth there would be a need to support a growth in school capacity through developer contributions. However, increases in school capacity or the provision of new facilities could be delivered through developer contributions. Effects on education are therefore unlikely to be significant.</p> <p>With Port Logistics site AS17</p>															

Inclusion of a site for port logistics between Aintree and Maghull would support the expanded Port of Liverpool and provide a significant amount of employment opportunities to adjacent communities (*many of which are deprived*). This would also have a positive effect on the regional economy under each of the alternative scenarios. For each alternative there would be more than enough jobs to support the local population. Therefore, some level of in-commuting would be expected. This effect would be more pronounced for alternatives 2a, 2b and 2c, which plan for a lower low level of population and housing growth. Inclusion of this site would be anticipated to have an enhanced effect on the economy under each alternative.

Meeting full port requirements

Further provision of Port related employment would contribute to significant positive effects on the economy by creating a range of jobs in strategic distribution, Port and providing a boost to the local economy in general. The positive effects would be likely to extend into the regional economy and there would be more than enough jobs to support the local population. Therefore, significant level of in-commuting would be expected. This effect would be more pronounced for alternatives 2a, 2b and 2c, which plan for a lower low level of population and housing growth.

Alternatives 3b, 4 and 5 would provide more strategic housing sites in close proximity to the area of search (compared to alternatives 2a, 2b and 3a), and thus would help to provide increased housing with good access to jobs.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	↑	Alt 2(a)	↑	Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↓↑	Alt 5	↓↑
	Port logistics site AS17		Alt 2(a)	↑↓	Alt 2(b)	↑↓	Alt 2(c)	↑↓	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↓↑	Alt 5	↓↑
	Meeting full port requirements		Alt 2(a)	↑↓	Alt 2(b)	↑↓	Alt 2(c)	↑↓	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↓↑	Alt 5	↓↑
Local centres	<p>With the exception of Alternative 1, there would be a loss of best and most versatile agricultural land with each of the alternatives. The amount and quality of land differs slightly between the alternatives, but overall, there would be a loss of land regardless of which option was pursued if higher levels of housing were to be delivered. At the level of growth (<i>and proposed sites for development</i>) under alternatives 2a, 2b and 2c it would be largely possible to avoid the most productive (Grade 1 and 2) land. Alternatives 3a and 3b would both lead to a greater loss of agricultural land, although 3b would be more likely to have an effect on Grade 1 and 2 land around Maghull, which is slightly more negative (↓) compared to 3a. Alternatives 4 and 5 would lead to the greatest loss of agricultural land, including Grade1 and 2 land around Maghull and Grade 2 / 3 lands at Formby, Crosby and Southport. However, in the context of the total amount of best and most versatile agricultural land available within Sefton and the wider region, this loss would not be considered major.</p> <p>Whilst the loss of agricultural land at these locations would be notable in terms of land take (<i>with the potential for effects on recreation, biodiversity and drainage</i>), the effects on the rural economy are likely to be insignificant. This is demonstrated by the <i>Sefton Agricultural Land Study (2013)</i> which identified that ‘aspirational development’ at a scale pf 700dpa would only result in a decrease of £168,000 and 3.7 jobs from agriculture. Whilst this has been recorded as a negative effect (↓) for alternatives 3a, 3b, 4 and 5, it is not considered to be significant in terms of affecting rural productivity or the ability to diversify.</p> <p>Alternative 1 does not seek to allocate any development outside the urban area, which is inherently positive in that it locates development in areas that typically have good access to services and will promote the use of existing centres, although population loss would occur resulting in fewer people using facilities. Each of the other alternatives also seeks to maximise development in the urban area, but realise that there is a need for Green Belt release. Given the largely urban nature of the Borough, the ‘rural’ areas (within the borough) are relatively close to the main centres of Southport, Formby, Crosby and Maghull. Therefore, development at most of the settlement boundaries is likely to be accessible to both urban and ‘rural’ communities and ought to support the viability of existing centres (which is considered to be positive for each alternative (↑)). For example, in most locations, the proposed Green Belt development sites would have good access to a local shopping parade or local centre. However, development in some locations (i.e. <i>land to the west of Maghull / land to the east of Churchtown</i>) would not be within ideal walking distance from a local centre or shopping parade. Having said this, it may be possible to provide new facilities at these locations.</p> <p>With Port Logistics site AS17</p>															

With the Port Logistics site included as part of each scenario, an increased loss of best and most agricultural land will occur (in addition to those effects discussed above). This is a negative effect for each alternative. For the same reasons discussed above though, these effects are not considered to be significant. In terms of local centres, no significant effects are anticipated.

Meeting full port requirements

With further port related development, an increased loss of best and most agricultural land will occur (in addition to those effects discussed above). This is a negative effect for each alternative. For the same reasons discussed above though, these effects are not considered to be significant. In terms of local centres, no significant effects are anticipated, though increased employment ought to lead to increased spending in local centres which should support their vitality.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	↑	Alt 2(a)	↑	Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)		Alt 3(b)	↓	Alt 4	↑	Alt 5	↑
	Port logistics site AS17		Alt 2(a)		Alt 2(b)		Alt 2(c)		Alt 3a)		Alt 3(b)	↓	Alt 4		Alt 5	
	Meeting full port requirements		Alt 2(a)		Alt 2(b)		Alt 2(c)		Alt 3a)		Alt 3(b)		Alt 4		Alt 5	

Communities

Alternative 1 would direct growth entirely to the urban areas, which would seek to achieve regeneration of deprived areas such as parts of Bootle, Netherton and Southport. As there would be no Green belt release under this approach, it may be more likely that these regeneration aspirations are realised under this approach; which is a positive effect. However, the level of growth proposed would not support a growing population, which could mean that some people need to move away from communities that they associate with. It would also mean that there was a lack of adequate housing to support needs, and the number of new jobs created would be lower. As access to affordable decent housing and a job are key determinants of wellbeing, it is therefore likely that this option could have a **significant negative effect** in terms of perpetuating poverty in deprived areas. Alternatives 2a/b/c and 3a/b would support higher levels of growth, which would address some of these effects by providing more housing and community facilities to support a growing population. Alternatives 3-5 would also help to deliver (or exceed) the objectively assessed housing need, which would better support a growing population and would be more likely to deliver community benefits through securing new community facilities. These are determined to be **significant positive effects**. However, at higher levels of Green Belt release (under alternatives 4 and 5), regeneration of brownfield sites in the urban area may not come forward as early in the plan period.

Levels of crime are unlikely to be significantly different under any of the alternatives. However, access to housing is known to be a determinant of (re)offending, so it is fair to assume that a lack of decent affordable housing (alternative 1, and to a lesser extent 2a, 2b and 2c) could have negative implications in the long term in terms of community safety.

In terms of effects on local community identity, the majority of settlements would not see significant change to the size or form of the urban edge. It is therefore considered that effects on how communities view their areas would not be major. However, under alternatives 3b, 4 and 5, there would be significant changes to the scale and form of Maghull which could affect how communities identify with these areas. At higher levels of growth associated with alternatives 4 and 5, it may also be more likely to present capacity issues for certain community facilities such as schools and GPs. Whilst development can contribute to upgrades and new facilities, it may be difficult to find suitable sites in accessible locations to accommodate such a scale of growth.

In terms of community involvement and decision making; it is clear from consultation responses that a large portion of communities are unsupportive of Green Belt release. Therefore, alternatives that involve significant Greenbelt release could have a negative effect on community spirit and willingness to engage in future decisions (due to apathy). In this respect, alternative 1 is positive as it reflects the 'community voice'. Alternatives 4 and 5 would be more likely to have a negative effect in this respect. Combined with the

negative effects determined above, this is considered to be a **significant negative effect** for alternatives 4 and 5.

With Port Logistics site AS17

In addition to those effects discussed above, development of this strategic site would provide greater job opportunities in areas of deprivation. This could have a **significant positive effect** for each of the alternatives. However for alternatives 2a, 2b and 2c, there would be a particular shortage of housing to support local population growth; therefore many of the jobs could be expected to be filled by commuters. However, there would still be better opportunities for existing communities. However, the development of this site would lead to a negative effect in terms of community identity, as it would effectively lead to a merging of Aintree and Maghull. For alternatives 3b, 4 and 5 in particular these effect would be adverse, especially when considered in the context of further housing and employment growth around Maghull and to the south of the Borough in general.

Meeting full port requirements

Further port related employment growth would exacerbate the effects described above (both positive and negative). There would be further benefits with regards to access to jobs for deprived communities. The scale of growth required could lead to the coalescence of Aintree and Maghull / Kirkby, as well as substantial in commuting which would be likely to negatively affect community identity. A **significant negative effect** is predicted for each alternative.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1		Alt 2(a)	↓	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)		Alt 3(b)	↓	Alt 4	↓	Alt 5	↓?
Port logistics site AS17			Alt 2(a)		Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)	↑	Alt 3(b)	↑↓	Alt 4		Alt 5	
Meeting full port requirements			Alt 2(a)		Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)	↑	Alt 3(b)	↑	Alt 4	↑	Alt 5	

Housing

Alternative 1 would fall well short of the identified housing need for Sefton, and would therefore have a **significant negative effect** on the baseline position. Under this approach it would also be more difficult to deliver affordable homes due to the nature of sites available in the urban area (i.e. small scale / constrained / marginal viability). Alternatives 2(a), 2(b) and 2(c) would also fall short of the objectively assessed housing need. Whilst this is also considered to be a negative, the effect would be less pronounced compared to alternative 1.

Each of the eight alternatives assumes that the same level of housing would be delivered in the urban area at windfall and smaller sites identified in the SHLAA. There are also a number of larger strategic sites that are common to each alternative. For example, land to the east of Maghull has already been identified as a strategic site for mixed use development. However, there are slight differences in the way the remaining housing need is distributed.

Under alternative 2(b) the focus of housing allocations is to the South, with additional housing allocations in Lydiate, to the north east of Crosby and to the south of Hightown. Development at Crosby is relatively close to areas of deprivation, so development at these sites could help to further enhance access to housing in this part of the Borough, having positive effects on regeneration (↑). Alternative 2(c) focuses additional housing to the north of the borough, notably at sites on the settlement edge of Southport. Affordable housing is a particular issue in Southport, so development here ought to have a positive effect (↑). One of the sites that would be allocated under this alternative (SR4.04) is also adjacent to an area of high deprivation, so could offer the opportunity to provide affordable housing in an area of need. Alternative 2(a) would focus the development more evenly, so would also include a development site in Formby, rather than additional sites in Southport and Crosby (as for 2b and 2c). It is considered that this alternative therefore is slightly less advantageous in terms of addressing housing need in areas of deprivation.

Alternatives 3(a) and 3(b) would both deliver the recommended objectively assessed housing need, which is considered to be a **significant positive effect**. Alternative 3(b) proposes high levels of growth at Maghull (over a 20% increase in households) and relatively lower growth in Southport and Formby. Alternative 3(a) distributes the additional housing more evenly between Maghull, Formby and Southport. Alternative 3(a) is considered a more beneficial approach for helping to meet affordable housing needs in areas that present particular issues (such as Southport and Formby). Alternative 3(b) relies upon several large urban extensions; it is considered that these would be more complex developments requiring significant investment in infrastructure to support the scale of growth in Maghull. Therefore it may take longer for the delivery of development under this approach. Such a strong focus on Maghull could also be considered restrictive in terms of not delivering housing to a wider range of communities, which would be negative for alternatives 2b and 3b (↓). These effects would be less prominent for alternatives 4 and 5 which involve increased growth overall, and would therefore meet needs in a wider

range of communities.

Alternative 4 would deliver the higher end of the objectively assessed housing need. Under this approach, there would be significant growth in Maghull as well as more moderate levels of growth in Southport, Formby, Crosby and Bootle. It is therefore likely that a wide range of housing types would be delivered under this approach, which would have a **significant positive effect** in terms of housing delivery. Alternative 5 would have similar effects, but there would also be a need to develop further housing sites outside of the Borough. It is unclear at this stage where this higher level of need would be met, so the effects are uncertain.

With Port Logistics site AS17

The demand for local housing could increase significantly to match the expected increase in available jobs that would be generated by the inclusion of this strategic employment site. Therefore, alternatives 2a, 2b, 2c, 3a and 3b would be less likely to be able to meet this higher need for housing, and / or there would be higher levels of in-commuting. The effects are likely to be **significant** for alternative 2a, 2b and 2c. Alternatives 4 and 5 would be better placed to accommodate an increased demand for housing, and therefore, a **significant positive effect** would still be anticipated. For alternatives 3a and 3b, the effects on the baseline would be anticipated to be positive, but not as significant (when compared to the 'policy off' scenarios).

Meeting full port requirements

The demand for local housing would increase further (*in addition to those effects discussed for site AS17*) to match the expected large increase in jobs. None of the alternatives would provide sufficient local housing in Sefton to match job creation and so there would be significant levels of in-commuting expected. Alternative 5 would be most well placed to accommodate an increase in jobs, and thus a **significant positive effect** is still predicted for this approach. However, **significant negative effects** are predicted for alternatives 2a, 2b, 3a and 3b as there would be an imbalance between local housing supply and job creation (*it is unclear the extent to which neighbouring authorities would be capable of taking up some of this likely housing need*).

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	-	Alt 2(a)	-	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)		Alt 4		Alt 5	
Accessibility	<i>Port logistics</i>		Alt 2(a)	↓	Alt 2(b)		Alt 2(c)		Alt 3a)		Alt 3(b)		Alt 4		Alt 5	
	<i>Meeting full port requirements</i>		Alt 2(a)		Alt 2(b)		Alt 2(c)		Alt 3a)		Alt 3(b)		Alt 4		Alt 5	
	<p>Each of the alternatives will involve development of available sites in the urban area, which are generally well located in terms of access to services and public transport. However, for alternatives 2-5, there will also be increasing levels of Green Belt release at the edge of the urban areas. Access to services in these areas is mixed, with some sites scoring well and others not having ideal access to certain services. It is thought that in the main, new development could facilitate access to services through contributions to the upgrade or securing new facilities.</p> <p>Having said this, a large proportion of trips are by private car, and this trend is expected to continue. Increased development is therefore likely to put additional pressure on the road network. For alternative 1, the effects are not considered to be significant, as there would be lower levels of growth. However, this alternative might increase the need to commute due to a lower delivery of new job opportunities.</p> <p>For alternatives 2a, 2b and 2c, there may be some localised adverse effects on the transport network due to increased trip generation, but these would not be anticipated to be significant. For alternative 2b, increased development could put pressure on the A565/A570 junction, whilst 2c could lead to pressure on routes into Liverpool. Alternative 2a spreads development more evenly, and thus the effects would be expected to be less pronounced in any one area.</p> <p>Alternatives 3a and 3b would result in a higher level of housing development overall, which would be anticipated to put pressure on the existing road networks. This would predominantly affect routes into Liverpool including the A59 Corridor and the A5036. The cumulative effect of development along the A565 corridor could also put pressure on particular junctions, particularly for Southport. Despite proposed infrastructure improvement schemes to relieve pressure (For example, Brooms Cross Road), it is likely that significant investment in infrastructure would be required to support this scale of new development. Conversely, a higher level of development may help to generate the funding required to implement such upgrades. It is considered that alternative 3a would not have significant effects as development would be spread more evenly compared to 3b, which focuses a significant amount into the south of the Borough.</p> <p>Alternative 4 and 5 would have a significant negative effect by putting severe pressure on an already constrained network. In particular, the scale of growth to the South of the Borough would be likely to have a negative effect on the road networks in the Maghull, Aintree and Litherland area. Significant growth of housing in Southport would also put</p>															

localised pressure on junctions in this urban area.

With Port Logistics site AS17

In addition to the effects described above, development of a large employment site between Aintree and Maghull would lead to increased traffic onto an already constrained network. Although, the site could be accessed by local communities and by commuters using public transport, a significant amount of traffic is likely to be generated by car traffic and HGV movement. In combination with increased housing growth and further employment sites, a **significant negative effect** would be anticipated for alternatives 2b-5, particularly for alternatives 3b, 4 and 5, which already focus significant development to the surrounding areas.

Meeting full port requirements

In addition to the effects described above, further development of port related employment land in the area of search would lead to increased pressure on the road networks. The scale of growth would be likely to contribute a substantial increase in car traffic and HGV movement, which would lead to further **significant negative effects** in terms of congestion on an already constrained network for each alternative.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	↑	Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↑	Alt 5	↑
Port logistics site AS17			Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↑	Alt 4	↑	Alt 5	↑
Meeting full port requirements			Alt 2(a)	↑	Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)	↑	Alt 3(b)	↑	Alt 4	↑	Alt 5	↑

Healthy environments

Alternative one would be less likely to result in the loss of land in the Green Belt, which may be used for informal recreation (or formal recreation where a diversification in the use of agricultural land would be possible). There would therefore be negligible effects on the availability of open and green space for recreation (which is known to have a positive effect on health and wellbeing). Alternatives 2a, 2b and 2c would each require the release of some Green Belt land, which could therefore have some minor negative implications in terms of affecting access to green space and areas of ‘openness’. Alternatives 3a and 3b would have similar effects but on a slightly greater scale. Alternatives 4 and 5 would have a **significant negative effect** as there would be a need to release a substantial amount of Green Belt land. Conversely, new development at strategic sites could offer the opportunity to enhance access to open space on land that is currently in agricultural use or poorly accessible to the public. This could have positive effects (↑) for new and existing adjacent communities.

Increased population growth will put pressure on such health services, but this would be anticipated irrespective of the Local Plan strategy, so impacts are determined to be negligible for alternatives 2a, 2b, 2c, 3a and 3b. However, at higher levels of growth, the additional housing is considered likely to have a more significant effect on the capacity of health services.

With Port Logistics site AS17

The development of a large employment site on sensitive Green Belt land could have some localised negative effects in terms of affecting perceptions of neighbourhood quality and amenity. This would be a particular issue for alternatives 3b, 4 and 5, as the site for port logistics would be adjacent to a number of sites proposed for housing development. Therefore, these sites could be affected by noise, traffic, light and other amenity issues (although mitigation could help to reduce these effects).

Meeting full port requirements

Further port related development would exacerbate the effects described above for site AS17 (i.e. loss of Green Belt land), leading to a **significant negative effect** for each alternative. As described above, there would also be potential for new housing sites to be affected by noise, traffic, light and other amenity issues. Though the effects are greater for alternatives 3b, 4 and 5, which locate more housing nearby to the areas of search, the effects would also extend to existing communities, and would therefore be significant for alternatives 2a, 2b, 2c and 3a as well.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	-	Alt 2(a)	-	Alt 2(b)	-	Alt 2(c)	-	Alt 3a)	-	Alt 3(b)	-	Alt 4	↓	Alt 5	↓
<i>Port logistics site AS17</i>			Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4		Alt 5	
<i>Meeting full port requirements</i>			Alt 2(a)		Alt 2(b)		Alt 2(c)		Alt 3a)		Alt 3(b)		Alt 4		Alt 5	
Climate Change and resource use	<p>The ability to support low carbon developments is unlikely to be significantly different for any of the alternatives, as there are minimum standards for energy efficiency in all new developments. These factors also rely upon design and other market factors. For these reasons, none of the alternatives are considered more or less likely to promote the development of renewable / low carbon energy schemes either. The relatively compact urban nature of the borough means that the proposed development sites will be easily accessible to existing waste and recycling collection routes and disposal / transfer facilities. However, it is reasonable to assume that higher levels of growth will require a greater amount of resources and would generate higher levels of waste.</p> <p>The release of Green Belt land could have mixed effects. On the one hand it could lead to the loss of open space, trees and permeable surfaces, which would make the borough less resilient to the effect of climate change. However, for larger strategic sites there may be the potential to enhance green infrastructure networks, which could have positive effects in terms of adaptation to climate change. On balance, the effects are considered to be neutral for each alternative.</p> <p>In terms of carbon emissions from transport, each alternative is likely to generate additional car trips due to increased housing and economic development (mostly at the edge of settlements). Enhancements to public transport links could help to reduce some of these additional trips (and associated emissions). However, at higher levels of growth, it is fair to assume that emissions would also be higher, irrespective of mitigating factors.</p> <p>With Port Logistics site AS17</p> <p>The development of a strategic employment site could have additional effects on climate change and resource use by increasing emissions from HGV movement and car trips. In combination with increased housing and additional employment (as discussed above), this is considered to be a significant negative effect for alternatives 4 and 5.</p> <p>Meeting full port requirements</p> <p>Further port related development would exacerbate the effects described above for site AS17, leading to a significant negative effect for each alternative by increasing carbon emissions associated with the movement of goods and people to and from employment sites. The scale of growth would be substantial and likely to attract workers and business from outside the Borough.</p>															

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	-	Alt 2(a)	?	Alt 2(b)	?	Alt 2(c)	?	Alt 3a)	?	Alt 3(b)	?	Alt 4	↓	Alt 5	↓
Flooding	<i>Port logistics site AS17</i>		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
	<i>Meeting full port requirements</i>		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
	<p>Under each alternative, the majority of development could be delivered in areas that are not at major risk of flooding. Plan policies would also seek to reduce the effects of new development on flood risk through the requirement for sustainable drainage systems. At higher levels of development there would be a need to release some areas of Green Belt that fall within areas of Flood Zone 2, although it is likely that site layout and mitigation measures could be secured to reduce risks. A higher amount of growth would be more likely to affect natural drainage patterns and could put increased pressure on sewerage and drainage infrastructure. Infrastructure improvements would be necessary, as would the need to deliver SUDS. At this stage it is not possible to be entirely sure that these effects could be mitigated; therefore a potential negative effect has been recorded for alternatives 4 and 5.</p> <p>For some developments, it may actually be possible to reduce rates of run off and improve flood retention through the adoption of SUDs as part of wider green infrastructure schemes. These measures are more likely to be feasible for larger strategic sites that offer greater opportunities to incorporate open space. The effects are considered to be uncertain at this stage.</p> <p>With Port Logistics site AS17</p> <p>Over 40% of the proposed site for port logistics falls within flood zone 2, and therefore presents some significant constraints for development in this location. A potential negative effect has been recorded at this stage for each alternative, as it is unclear whether these effects could be fully mitigated.</p> <p>Meeting full port requirements</p> <p>Parts of the area of search fall within flood zones 2 and 3, and could therefore present potential constraints to development. However, it should be noted that some uses may be more compatible with areas of flood risk, and there are locations within the area of search that are not at risk of flooding. Overall, the effects are not considered to be significant, as mitigation and avoidance should be possible to accommodate further growth.</p>															

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	↑	Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4		Alt 5	
<i>Port logistics site AS17</i>			Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↑	Alt 4		Alt 5	
<i>Meeting full port requirements</i>			Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4		Alt 5	
Environmental quality	<p>All of the alternatives seek to maximise the use of brownfield land, and this will help to encourage the reuse of vacant land and buildings. This is recorded as a positive effect (↑) for alternatives 1-3b, though the effects are not considered to be significant.</p> <p>However, at higher levels of development associated with alternatives 2 – 5, there will be an inevitable and increasing loss of greenfield land. This could have negative effects on the ability to maintain natural drainage patterns (<i>although SUDs should help to mitigate these effects</i>), and would lead to the loss of best and most versatile agricultural land. Therefore, for alternatives 2-5, negative effects (↓) could be expected, though these are not anticipated to be significant</p> <p>For the alternatives that seek to deliver higher levels of development, there is also a possibility that allocation of Green Belt land could delay investment in sites in the urban area (which are less attractive); thus having a negative effect on the drive to secure regeneration in the urban areas. Alternative 5 could be expected to have significant negative effects in this respect, as it might also lead to development being directed outside of Sefton rather than to the urban areas. The Local Plan could mitigate these effects to an extent by seeking to phase development at Green Belt sites towards the latter period of the Local Plan.</p> <p>For alternative 1, there would be a shortage of greenfield sites for development, so it is possible that there would be a greater focus on development of sites in the urban area, including securing the support necessary to make developments feasible and viable. This is considered a positive effect (↑) in terms of environmental enhancement and protection.</p> <p>Increased traffic movements associated with alternatives 4 and 5 could have a negative effect on air quality in urban areas that are already congested and would experience considerable growth in housing under these scenarios. Significant negative effects have been recorded for alternatives 4 and 5.</p> <p>With Port Logistics site AS17</p> <p>In addition to the effects described above, the inclusion of the proposed site for port logistics would lead to the loss of further best and most versatile agricultural land (over 20 hectares). This is a negative effect for each alternative as there would be a permanent loss of agricultural land that could not be mitigated. The development would also lead to</p>															

potential effects on water quality (through run off into the River Alt for example), and present amenity issues for surrounding communities (noise, vibration etc). These effects would be more pronounced for alternatives 3b, 4 and 5, due to the additional [cumulative] effects of development upon communities in Maguhll and Aintree. These alternatives also propose housing development adjacent to the proposed port logistics site, which could present particular amenity issues for these residents.

Mitigation measures would be required to minimise any adverse effects on environmental quality. However, at this stage, it is considered that negative effects would be inevitable, at least in the short term.

Meeting full port requirements

The area of search includes best and most versatile agricultural land, and it is likely that further resource would be lost if full port requirements were met. This constitutes a significant negative effect in its own right for each of the alternatives. There would also be significant negative effects for alternatives 3b, 4 and 5 in relation to the proximity of new housing to industrial land uses. There would be increased traffic including HGVs associated with further port related development, this could have a significant negative effect on air quality in and around Aintree and Maghull.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1		Alt 2(a)	-	Alt 2(b)	-	Alt 2(c)	-	Alt 3a)	↓	Alt 3(b)		Alt 4		Alt 5	
	<i>Port logistics site AS17</i>		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)		Alt 4		Alt 5	
	<i>Meeting full port requirements</i>		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)		Alt 4		Alt 5	
Landscape	<p>The proposed development is mostly located away from the sensitive landscapes of the coast. However, for alternatives 2-5 there would be an increasing loss of Green belt land. The Green Belt land study sought to identify and exclude sites for development that were of upmost importance in maintaining the openness function of the Green Belt. Therefore, the most sensitive areas should be avoided.</p> <p>However, for those Green Belt sites that are proposed for development, changes to how the settlement boundaries relate to the surrounding rural areas are inevitable, and these effects are likely to be perceived as negative by local communities. Adverse effects would be most pronounced at higher levels of growth, thus alternatives 4 and 5 are predicted to have a significant negative effect on landscape character. Alternative 3(b) would lead to substantial changes to the settlement edges and the spread of Maghull and Lydiate, which are also considered a significant negative effect. Spreading development more evenly across the Borough (3a) would still lead to negative effects, but it is considered that these would be less pronounced.</p> <p>Alternative 1 would ensure protection of the Green Belt and countryside, which is considered to be a significant positive effect, given the pressure for development in these areas.</p> <p>Looking beyond the Sefton border with West Lancashire, protection of the Greenbelt remains strong; which would also help to accommodate the release of some land at the settlement edges of Southport and Formby. There are only two sites for housing allocated at the border with Sefton in West Lancashire’s Adopted Local Plan. These sites are at the edge of the Southport urban area to the west of Birkdale. No further development is proposed in this location under any of the alternatives, so the potential for cumulative effects is not considered significant either.</p> <p>With Port Logistics site AS17</p> <p>In addition to those effects discussed above, development of the proposed site for Port Logistics would have a negative effect on landscape character by severely damaging the function of the Green Belt between Aintree and Maghull. Mitigation measures could be secured to help minimise effects, but the character of this area would be permanently affected.</p>															

Meeting full port requirements

Further port related development could occur on Green Belt land between Aintree and Maghull and Maghull / Kirkby. The scale of development would likely change the open character of the countryside in these areas, having a significant negative effect for each of the alternatives. For alternatives 3b, 4 and 5 which already involve considerable development on the urban fringes of Maghull and Aintree these effects would be particularly pronounced. Due to the high level of growth that would already need to be supported by alternative 5, additional port related development would have extremely negative effects on the landscape in this part of Sefton.

Discussion of significant effects (and discussion of relative merits in more general terms)

	Alt 1	-	Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4		Alt 5	
Biodiversity	<i>Port logistics site AS17</i>		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4		Alt 5	
	<i>Meeting full port requirements</i>		Alt 2(a)	↓?	Alt 2(b)	↓?	Alt 2(c)	↓?	Alt 3a)	↓?	Alt 3(b)	↓?	Alt 4		Alt 5	
	<p>Each of the alternatives seeks to locate development land away from the coastal areas, as these are the most sensitive areas in terms of habitats and species conservation. However, development to the east of the settlements away from the coast still has the potential to affect wildlife due to the importance of non-designated habitats that support the designated sites and also offer alternative locations for recreation for local residents. For example, there is a significant amount of agricultural land throughout Sefton where environmental agreements exist. Measures on these sites help to preserve biodiversity, so loss of such land could have knock-on effects on the wider environment. Similarly, there are large areas of open countryside within West Lancashire, which contain important non-designated habitats including Biodiversity Heritage Areas close to Formby and Crosby. These areas are also important to the protection of the wider environment in and beyond Sefton.</p> <p>Alternative 1 would have a negligible effect on the baseline, as growth would be confined to the urban areas and would be at a scale that would be unlikely to put pressure on wildlife sites and species (either designated or non-designated). The higher level of growth associated with alternatives 2a, 2b and 2c, would lead to the loss of some agricultural land that is in environmental stewardship, which could have a minor adverse effect (↓) on biodiversity. However, at this scale of growth, it is considered that the effects are still insignificant. The effects would be slightly greater for alternatives 3a and 3b as there would be further loss of land in environmental stewardship. The effects are still considered insignificant though. For alternatives 4 and 5, there would be a much greater requirement for land, which would lead to further loss of land. There would be a significant loss of agricultural land (in environmental stewardship) around Maghull, and to the east of Churchtown in Southport. At this scale of growth the effects are therefore considered to be significant. For alternative 5, there would also be a requirement for further growth outside of Sefton to meet the shortfall in housing. There would therefore be the potential for even greater effects on biodiversity, especially if this growth was to occur at the boundary of Sefton and West Lancashire in areas of open countryside.</p> <p>With Port Logistics site AS17</p> <p>In addition to the effects discussed above, the inclusion of a strategic site for port logistics between Aintree and Maghull has the potential for negative effects on biodiversity as it is adjacent to the River Alt, and priority bird species have been recorded on site. Mitigation measures could help to minimise effects, but there would be negative implications, particularly at higher levels of growth where additional Green Belt sites around Maghull [in particular] would need to be released.</p>															

Meeting full port requirements

Further port related development would be unlikely to directly affect designated wildlife sites as the area of search only contains one local wildlife site and no nationally designated habitats. However, parts of the area of search lie adjacent to the River Alt and areas of farmland could have some value for wildlife species. Therefore, negative effects are likely. Whether or not these effects would be significant is uncertain at this stage, though it is expected that mitigation measures could be employed to minimise effects.

Discussion of significant effects (and discussion of relative merits in more general terms)

Culture and Heritage	Alt 1	-	Alt 2(a)	?	Alt 2(b)	?	Alt 2(c)	?	Alt 3a)	?	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
	<i>Port logistics site AS17</i>		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
	<i>Meeting full port requirements</i>		Alt 2(a)	↓?	Alt 2(b)	↓?	Alt 2(c)	↓?	Alt 3a)	↓?	Alt 3(b)	↓?	Alt 4	↓?	Alt 5	↓?
	<p>Each alternative will include an element of regeneration, which could be positive in terms of improving the public realm and perhaps securing a productive use for heritage assets. It is considered unlikely that increased development in the urban area would have a negative effect on heritage assets and their settings in these areas, as the Local Plan objectives already make it clear that protection and enhancement of cultural heritage is vitally important to the Borough’s environmental and economic strengths.</p> <p>However, with the exception of alternative 1, each alternative involves a degree of development in the Greenbelt. There are a range of heritage features in a ‘<i>rural setting</i>’ that could therefore be affected by development. The extent of impacts would depend upon both the scale and design of developments as well as the cumulative effects of development in any one area. At this stage it is difficult to determine what these effects would be, but a general discussion of the merits of each alternative has been presented below.</p> <p>Most of the sites presented for development do not contain designated heritage features within the main body of the site, but some features are located adjacent to or on the boundary of the site. For example, Old Gore Farmhouse and associated buildings are listed buildings on the boundary of a Green Belt site to the north west of Maghull. At present, this is entirely within a ‘<i>rural setting</i>’ and is not enclosed or abutted by built up areas. In this instance, the proposed development would extend the settlement edge of Maghull/Lydiat much closer to Old Gore Farmhouse, which would have the potential to alter the setting of these heritage features. Mitigation measures might need to include ‘softer edges’ to the development to help retain an element of openness.</p>															

In other areas, such as sites to the south east of Churchtown, the nearest designated heritage assets at Meols Hall are over 300metres away and already '*partially contained*' by existing built up areas. The effects on the settings of these features might therefore be less pronounced compared to development around Maghull described above. Therefore, alternatives 3b, 4 and 5 (*which focus on the south of Sefton* at Maghull) are considered more likely to have a negative effect (↓) than the alternatives that spread development across the borough or focus on the north of the Borough (alternatives 2a, 2b, 2c and 3a for example).

With Port Logistics site AS17

In addition to the effects discussed above, the inclusion of the proposed site for port logistics would be likely to have a significant negative effect on the setting of Woodhall Farm (grade II listed). The site may contain also some archaeological interest. Although mitigation measures may help to minimise effects, the scale of development would mean that negative impacts were inevitable. A negative effect has therefore been recorded for each alternative.

Meeting full port requirements

In addition to the effects discussed above, further port related development in the broad area of search identified could have a negative effect upon the setting of several listed buildings in addition to Woodhall Farm. Due to the increased scale of development in this area, it may be more difficult to mitigate potential negative effects (though this is dependent upon location), and thus a negative effect has been predicted for each alternative. There is potential that effects could be significant, but this is unclear at this stage as it ought to be possible to include buffers around listed buildings to mitigate effects somewhat.

Summary of appraisal findings	Economy	Local Centres	Communities	Housing	Accessibility	Health and Wellbeing	Climate Change	Flooding	Environmental Quality	Landscape	Biodiversity	Heritage
Alternative 1) Urban Containment	↑↓	↑	↑		-	↑	-	-	-		-	-
Alternative 2a) Household projections dispersed across Sefton	↑	↑	↑	↓	-	↓↑	-	?	↓↑	-	↓	?
<i>Alternative 2a) with port logistics site AS17</i>		↓↑			↓	↓↑	↓	↓	↓↑	↓	↓	↓
<i>Alternative 2a) with full port needs</i>		↑↓		↑		↑		↓	↑	↓	↓?	↓?
Alternative 2b) Household projections with South Sefton focus	↑	↓↑	↑	↓↑	↓	↓↑	-	?	↓↑	-	↓	?
<i>Alternative 2b) with port logistics site AS17</i>		↓↑		↑		↓↑	↓	↓	↓↑	↓	↓	↓
<i>Alternative 2b) with full port needs</i>		↑↓		↑		↑		↓	↑	↓	↓?	↓?
Alternative 2c) Household projections with a North Sefton focus	↑	↓↑	↑	↓↑	↓	↓↑	-	?	↓↑	-	↓	?
<i>Alternative 2c) with port logistics site AS17</i>		↓↑		↑		↓↑	↓	↓	↓↑	↓	↓	↓
<i>Alternative 2c) with full port needs</i>		↑↓		↑		↑		↓	↑	↓	↓?	↓?
Alternative 3a) Objectively Assessed Need dispersed	?	↓↑			↓	↓↑	-	?	↓↑	↓	↓	?
<i>Alternative 3a) with port logistics site AS17</i>	?	↓↑		↑		↓↑	↓	↓	↓↑	↓	↓	↓
<i>Alternative 3a) with full port needs</i>	?	↑↓		↑		↑		↓	↑	↓	↓?	↓?
Alternative 3b) Objectively Assessed Need focus in south Sefton	?	↓↑	↓	↓	↓	↓↑	-	?	↓↑		↓	↓
<i>Alternative 3b) with port logistics site AS17</i>	?	↓↑	↓	↓↑		↑	↓	↓	↑		↓	↓
<i>Alternative 3b) with full port needs</i>	?	↑↓		↑		↑		↓	↑		↓?	↓?
Alternative 4) Objectively Assessed Needs higher forecast	?	↓↑	↑	↓		↑	↓	↓				↓
<i>Alternative 4) with port logistics site AS17</i>	?	↓↑		↓		↑		↓				↓
<i>Alternative 4) with full port needs</i>	?	↑↓		↑		↑		↓				↓?
Alternative 5) Growth based upon Experian job forecast	?	↓↑	↑	↓		↑	↓	↓				↓
<i>Alternative 5) with port logistics site AS17</i>	?	↓↑		↓		↑		↓				↓
<i>Alternative 5) with full port needs</i>	?	↑↓				↑		↓				↓?

Summary / Comparison (Without port logistics)

Overall, it is clear that alternatives 4 and 5 are the least 'sustainable' approaches. Whilst planning for a high level of growth would help to stabilise the economy and would deliver a significant amount of affordable housing, there would be significant effects on environmental factors such as biodiversity, landscape and agricultural land. Furthermore, this level of growth could put significant pressure on social infrastructure and road networks that might be difficult to mitigate.

Alternative 1 is positive in some respects as it represents the community wishes and would best protect environmental assets. However, this scenario would fall well short of meeting housing need, which would have significant negative effects on housing, regeneration and the recovery of the economy.

Alternatives 2a, 2b and 2c, would have mixed effects. There would only be partial release of Green Belt at the least sensitive sites, which would help to protect the environment. Planning to meet a higher level of growth (than alternative 1) would have some positive effects in terms of housing, regeneration and economy, but the effects would not be significant, as housing needs would not be fully met. Although these options could help to support infrastructure improvements, it is unclear whether the level of development would be adequate to support the upgrades required (for example to the road networks).

Alternatives 3a and 3b are considered to be the most 'sustainable' approaches overall. Aside from the potential for adverse effects on landscape and accessibility (through increased traffic), the effects of these alternatives upon the environment are not considered to be much different compared to the level of growth proposed under alternatives 2a, 2b and 2c. However, alternatives 3a and 3b would meet objectively assessed housing needs, which would have a significant positive effect on the local economy, community development and regeneration.

It is considered that 3a performs slightly more favourably compared to 3b. Whilst the effects would be very similar across the majority of SA objectives, it is considered that 3b has the potential for greater adverse effects on landscape due to cumulative effects of development around Maghull. Focusing development in the south of the borough may also be less suitable to help tackle affordable housing issues where they are more acute and would put pressure on transport networks in a particularly constrained area (although contributions to infrastructure upgrades could help to mitigate this).

Summary / Comparison (With port logistics site AS17)

The inclusion of the proposed site for port logistics would generally (i.e. for each scenario) have a more negative effect on the baseline position in terms of environmental factors such as landscape, biodiversity, heritage and environmental quality. This is mainly due to the loss of sensitive Green Belt land, loss of best and most versatile agricultural land and risk of flooding.

The inclusion of this site would also have a significant negative effect in terms of increased traffic and congestion in the South of the borough, which would be particularly problematic when combined with alternatives 3b, 4 and 5. These effects would compound those that would already be anticipated as a result of increased housing and further employment growth.

Despite these effects, the inclusion of the site would have clear economic benefits, and would help to meet strategic employment needs. This level of development would bring significant investment into the Borough, which would have a significant positive effect on the Council's regeneration objectives. Notably, the site would be easily accessed by local communities, many of which fall within the 20% and 10% most deprived in the Country. It is also important to note though that the site would be likely to attract a significant amount of commuters from the wider area.

A significant increase in job growth would also mean that the higher end of the objectively assessed housing need was a more appropriate target for the Borough. There would likely be an increased demand for housing locally, but it would be difficult to meet this need at lower levels of house building. Under this scenario, alternatives 2a, 2b and 2c would therefore be likely to fall well short of the required housing need to match employment growth. Alternative 3a and 3b would also fall short of the required need (presuming that the Borough wanted to support local access to jobs rather than promoting significant increases in in-commuting), but to a lesser extent. With the inclusion of the port logistics site, alternatives 4 and 5 would be better placed to meet the likely increase in population growth/housing need. However, as discussed above, the environmental implications would be significant.

On balance, it is considered that the inclusion of the port logistics site (in addition to) the proposed level of employment growth under each alternative would be a less sustainable approach.

Summary / Comparison (With full port requirements)

The inclusion of further port related development in the areas of search identified would lead to further **significant negative effects** on landscape character across all the scenarios, with Maghull, Aintree and Kirkby potentially coalescing, and several listed buildings at risk of being lost or their setting damaged. There would likely be a substantial increase in traffic, which would put pressure on an already constrained network, and could worsen air quality in the surrounding urban areas, especially along strategic road networks. It ought to be possible to avoid significant effects on designated biodiversity habitat, but the loss of open space could have effects on species that would need to be explored.

There would be a substantial boost to the local economy under each scenario which would have a **significant positive effect**, and would help to provide job opportunities to communities in deprived areas. This ought to have a positive effect in terms of reducing inequalities and improving health and wellbeing. However, the substantial increase in jobs would not be matched by housing growth, particularly under alternatives 2a, 2b, 2c, 3a and 3b. There would be a possible imbalance in local housing and job opportunities that would lead to an increase in in-commuting. Alternative 5 would be best placed to support increased housing growth, and would generate a significant positive effect in this respect.

It is considered that meeting full port needs in the area of search identified would not lead to sustainable growth and options ought to be tested at a more strategic level to explore how port needs (and corresponding housing needs) could be best accommodated.



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