

Land East of Maghull

Supplementary Planning Document



September 2017

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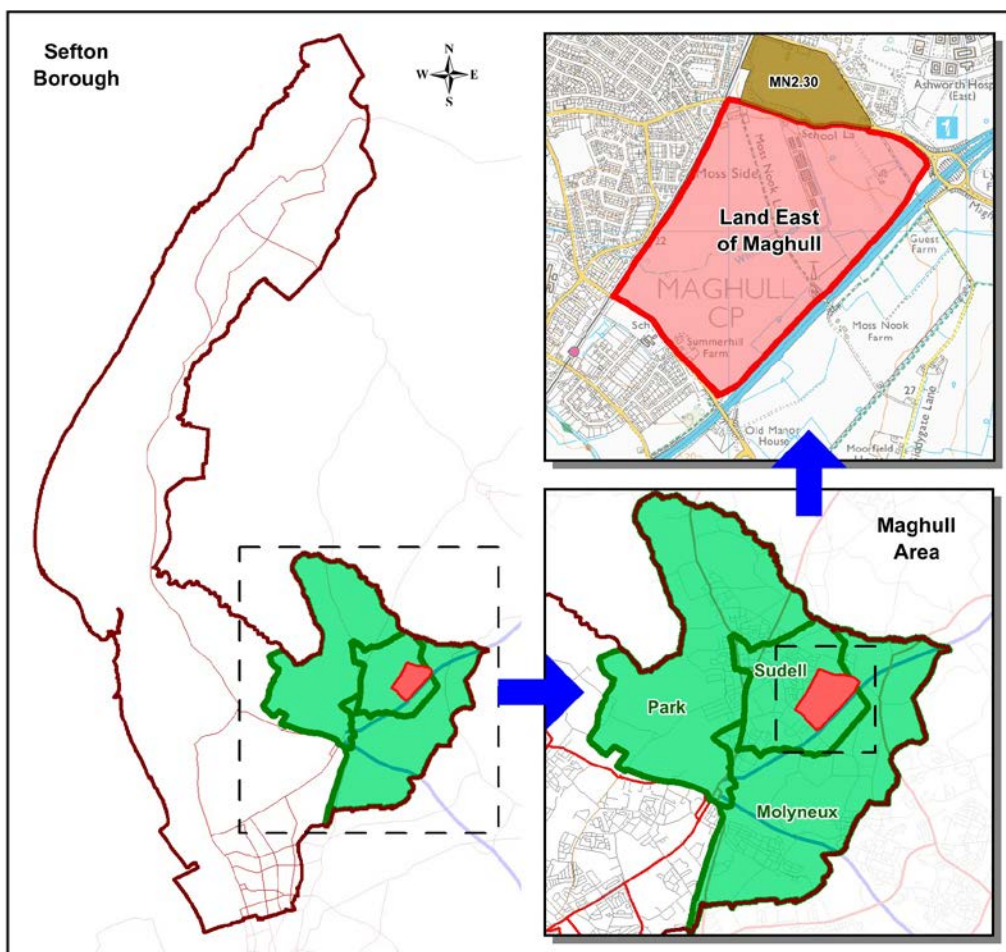
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1.0 Introduction

1.1 Introduction

1.1.1 Local Plan policy MN2.47 allocated the ‘Land East of Maghull’ as a strategic mixed use site for a minimum of 1400 homes and a 20 ha (net) employment area and supporting infrastructure. This allocation is supported by the site specific policy: MN3: ‘Strategic mixed use allocation – Land east of Maghull’, part 2 of which indicates that a Supplementary Planning Document (SPD) will be produced to provide detailed planning guidance and interpretation of other Local Plan policies relevant to the development of the site. This policy also requires the production of a Master Plan to provide more detail about how the policy and SPD requirements will be met and the development will be met. This SPD sets out what the Master Plan document should contain.

Figure 1: Contextual map of Land East of Maghull within Sefton showing the wards which constitute Sefton East Parishes

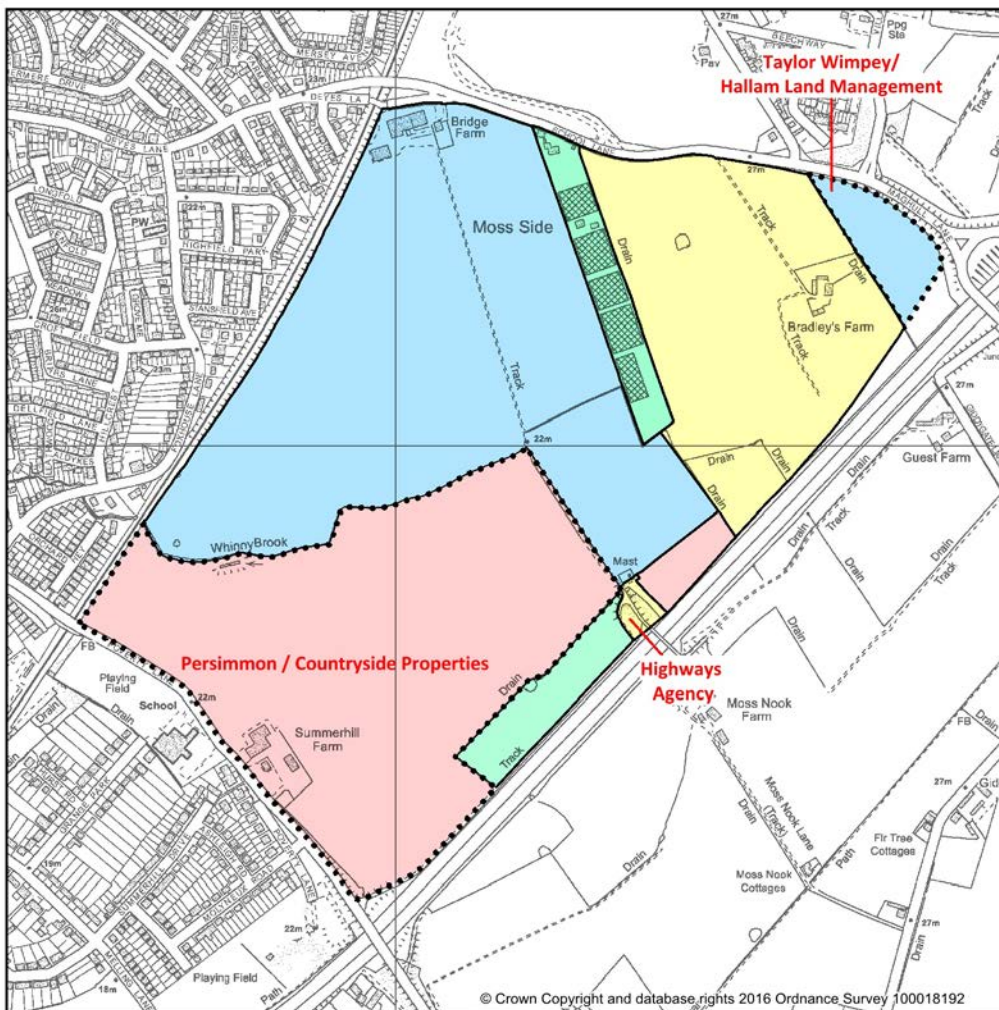


1.1.2 As well as housing and the Business Park, the site will deliver significant local infrastructure, including local shops and services, as expansion of Summerhill Primary School, and a new park. In his report on the examination of the Local Plan dated 14th March 2017, the independent Inspector who examined the Sefton Local Plan endorsed the development of the site and the preparation of an SPD to guide the preparation of a Master Plan, saying, in paragraph 277 of his report that a Master Plan for the whole site “*should stipulate critical layout criteria, set out a proportional basis for infrastructure contributions and establish the phasing of key infrastructure elements.... I do not agree that the requirement for a detailed master plan is disproportionate or a threat to early delivery, for*

such a document is a key step in facilitating the implementation of a comprehensive and co-ordinated mixed use development.”

1.1.3 The site is in multiple ownerships (see Figure 2) and is expected to be the subject of a number of separate outline, full and /or reserved matters planning applications for the constituent parts of the site. It will be developed over many years. A key objective of this SPD is to guide the preparation of the Master Plan in order to co-ordinate development which ensure that the site is brought forward in a cohesive and comprehensive manner with all the key pieces of infrastructure are provided at the appropriate time. This will require all land owners and developers to work collaboratively in order to ensure this is achieved.

Figure 2: Land ownerships



1.2 Aims and objectives

1.2.1 The aims and objectives which the development of the site will secure as planning applications for the partial development of the site are submitted are:

- The site is developed in a comprehensive, sustainable, safe and integrated manner in accordance with the agreed Master Plan;
- The site will provide a range of house types and tenures to cater for all household types including affordable housing, family homes and retirement / older people's

accommodation which will be located as set out in accordance with Local Plan and SPD requirements;

- Affordable and special needs housing are appropriately located and the general requirements relating to housing mix are met on each part of the site.
- A Business Park with a net developable area of 20 hectares is provided, as well as a local centre which will become a focal point for the development.
- Development should accord with a sustainable access strategy, including a clear street hierarchy and public transport circulation to ensure traffic impacts are mitigated and the development is accessible and legible;
- Well-designed, prominent and accessible gateways should be created in the locations identified through the use of Design Codes;
- Parking should be sensitively integrated with on-plot solutions, street trees and landscaping to avoid visual dominance and a negative impact on the street scene;
- Parking for commercial and other non-residential uses should be sensitively located so as to ensure that access reflects the street hierarchy and is not taken through residential roads where it will cause disturbance;
- Education, health and other supporting social and community infrastructure will be provided alongside the residential development in accordance with the requirements of Local Plan policy MN3;
- Proposals within the site will contribute proportionally and appropriately to the infrastructure required and suitable management and maintenance arrangements will be put in place where they are required;
- A green space network will be created through the site, linking the pedestrian and cycle routes with the Main Park and local facilities, provides access to the Business Park, and set within a distinctive and coherent landscape framework that supports the structure of the site, creates a sense of place and helps orientate people to key spaces and destinations;
- A 'Main Park' is created which includes a range of outdoor recreational facilities, flood risk mitigation, habitat creation and helps manage additional recreation pressure on the internationally designated nature sites on the Sefton Coast;
- The design of the Main Park maximises the visual, landscape and ecological value of Whinney Brook and its accessibility and creates a new destination / centrepiece for residents and visitors.

1.2.3 As required by Local Plan policy MN3, the Council will not support proposals for development prior to the submission of the Master Plan. Due to the multiple land ownerships and the timing constraints relating to the development of different land uses within the site it is not practical to expect delivery of the Master Plan through the submission of a single planning application. However, the Council strongly advocates the submission of a small number of large applications to help ensure the co-ordination and delivery of common and strategic infrastructure.

1.2.4 The Council's preferred approach is for the landowners/developers to work together (and with the Council, community and key stakeholder such as the Environment Agency) to prepare the Master Plan which the Council would then agree.

1.3 Structure

1.3.1 The SPD is set out as follows:

- The remainder of this section sets out the planning policy context and requirements for further assessments and community engagement

- Section 2 describes the features of the site and its context, including constraints
- Section 3 provides the framework for development on the site and is based around 8 policies and explanations developed in response to the aims
- Section 4 sets out a summary of the Master Plan and planning application requirements
- Section 5 includes details of further information and contacts
- Appendix 1: Local Plan policy MN3: Land east of Maghull.

1.4 Planning Policy Context

1.4.1 All development must also meet the requirements of the National Planning Policy Framework. This is supplemented by regularly updated guidance (<http://planningguidance.communities.gov.uk/>).

1.4.2 The Sefton Local Plan, which was adopted in April 2017, provides local planning policy in the Borough to 2030. The Land East of Maghull site is by far the largest and only mixed use allocation in the Plan.

1.4.3 Policy MN2 allocates the site for both housing and employment, whilst policy MN3 sets out detailed site specific requirements which the development of the site should adhere to policy MN3 and its explanatory text are included in Appendix 1 of this SPD.

1.4.4 The Local Plan contains a number of other policies that directly relate to the development of Land East of Maghull. These include the following policies:

- HC1 Affordable and special needs housing
- HC2 Housing type, mix and choice
- IN1 Infrastructure and developer contributions
- EQ2 Design
- EQ3 Accessibility
- EQ8 Flood risk and surface water
- EQ9 Provision of public open space, strategic paths and trees
- NH1 Natural assets
- NH2 Nature
- NH8 Minerals

1.4.5 Part 2 of the policy MN3 states that planning permission will only be granted where proposals are consistent with an approved Master Plan which has been informed by policy MN3 and this SPD. Further guidance on the requirement relating to the contents of this Master Plan is set out in section 3 of this SPD, and especially in part 3 of LEM1 Development Principles. In addition, part 4 of policy MN3 states that no applications for either residential or employment development will be permitted until an SPD for Land East of Maghull has been adopted by the Council.

1.4.6 Sefton Council has several other adopted and emerging supplementary planning documents (SPDs) and supplementary planning guidance notes (SPGs) - see <https://www.sefton.gov.uk/spd> - which provide general guidance and should also be consulted when preparing planning applications for this site. These include:

- New Housing SPD
- Design SPD
- Ensuring a Choice of Travel SPD
- Landscape Character SPG
- Sustainable Drainage Systems and Flood Risk Information Note
- Maghull-Aintree settlement character plan

- Nature Conservation SPD
- Open Space SPD
- Control of Hot Food Takeaways and Betting Shops SPD
- Minerals Safeguarding Information Note
- Developer Contributions Towards Education Provision Note

1.4.7 The Council is also preparing an Affordable, Special Needs and Older People's Housing SPD, and this should be consulted once it has been prepared.

1.4.8 Other local guidance provided in the Street Design Guide Developers Pack <https://www.sefton.gov.uk/media/700872/sefton-developers-pack-street-design-guide.pdf> will also apply and has been used to inform this SPD. Details of how to access this is provided in Section 5 of this SPD. The Council is also preparing a number of Information Notes in addition to those referred to above, which should also be consulted when preparing planning applications for this site.

1.4.8 Sefton Council provides a pre-application advice service and encourages pre-application discussions for all major planning applications. There is a charge for this service and details are available in Section 5. Developers are encouraged to enter into a Planning Performance Agreement with the Council to facilitate the development through the planning process.

1.5 Strategic Environmental Assessment

1.5.1 Supplementary planning documents do not require a sustainability appraisal but may, in exceptional circumstances, require a Strategic Environmental Assessment ('SEA') if they are likely to have significant environmental effects.

1.5.2 The Council has concluded, following consultation with the three 'SEA' consultation bodies (Historic England, Natural England and the Environment Agency) that the Land East of Maghull SPD should be subject to an 'SEA'.

1.5.3 The Strategic Environmental Assessment has been undertaken and has been taken into account in writing this SPD <https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan-and-neighbourhood-planning/emerging-supplementary-planning-documents.aspx>.

1.6 Habitats Regulations Assessment

1.6.1 The Submission Draft Local Plan was subject to a Habitats Regulations Assessment (HRA) to assess its impact on internationally important nature sites and their supporting habitat (URS, January 2015) in line with the Conservation of Habitats and Species Regulations 2010 (as amended). This assessment 'screened in' the Land East of Maghull site, as it noted potential impact pathways, and concluded that a site-specific HRA would be required at the planning application stage. The Local Plan includes this requirement in paragraphs 6.53 and 11.33. The Habitats Regulations Assessment of the Proposed Modifications to the Local Plan (AECOM, May 2016) concluded that the the proposed modifications did not alter this screening.

1.6.2 The Council has concluded, following consultation with the HRA 'consultation body' (Natural England) that HRA is not required for this SPD. This is on the basis that the HRA Report for the Local Plan makes it clear that any planning application for this area must be accompanied by a project level, site-specific HRA for the whole site. This is likely to include mitigating the impact of additional recreation pressure on the Sefton coast as well as the impact on internationally important nature sites and their supporting habitat.

1.7 Community Engagement

1.7.1 Early engagement with Maghull Town Council and Melling Parish Council, within whose administrative area the SPD area lies, has taken place to help shape this SPD.

1.7.2 Public consultation on the draft SPD took place in spring 2017. Where possible, comments made have been addressed and incorporated.

1.7.3 Prior to the submission of any planning application for the site, developers should engage with Maghull Town Council, Melling Parish Council and the wider public. All planning applications should include a Consultation Statement setting out how the comments received as part of this engagement have been incorporated into the proposals. We have produced a Guidance Note to advise on the best way of doing this - see www.sefton.gov.uk/media/205203/PERD_Pre-App-developers-pack-intro.pdf.

1.7.4 Paragraphs 188 and 189 of the NPPF encourage developers to enter into pre-application discussions with Sefton Council as Local Planning Authority prior to the submission of any planning application - see <http://www.sefton.gov.uk/planning-building-control/apply-for-planning-permission/pre-application-advice-on-development-proposals.aspx>

2.0 Site and Site Context

2.1 Site Description

2.1.1 The Land East of Maghull site is an 85.8ha urban extension which directly adjoins Maghull. It is located within the Sefton East Parishes area. The site was removed from the Sefton Green Belt in April 2017 when the Local Plan was adopted. The majority of the site is currently in agricultural use and contains a number of agricultural buildings, not all of which are in use.

2.1.2 Ashworth Hospital and Local Plan housing allocation MN2.30 'Former Prison Site' (Poppyfields) are located directly to the north of the site. Planning permission for 369 homes on site MN2.30 was granted in March 2016 and work has commenced on site.

2.1.3 The eastern edge of the site is bounded by the M58 motorway, with junction 1 being located adjacent to the north eastern corner of the site. Open countryside lies beyond the M58 motorway, separating Maghull from Melling and Kirkby.

2.1.3 The existing urban area of Maghull lies to the south and west of the site. The southern boundary is formed by Summerhill Primary School, post-war housing, and an area of public open space (Balls Wood / Leatherbarrow Lane Field). The Liverpool-Ormskirk railway line runs along the site's western boundary, and both the existing Maghull Station and the site of the proposed Maghull North Station are nearby. These features are illustrated in Figures 3 and 4.

Photographs of the site



View south-east from Maghull No. 11 Footpath



View south-west from near Junction 1 of M58



View west from near Maghull No. 11 Footpath footbridge



View north-east from near Poverty Lane railway bridge

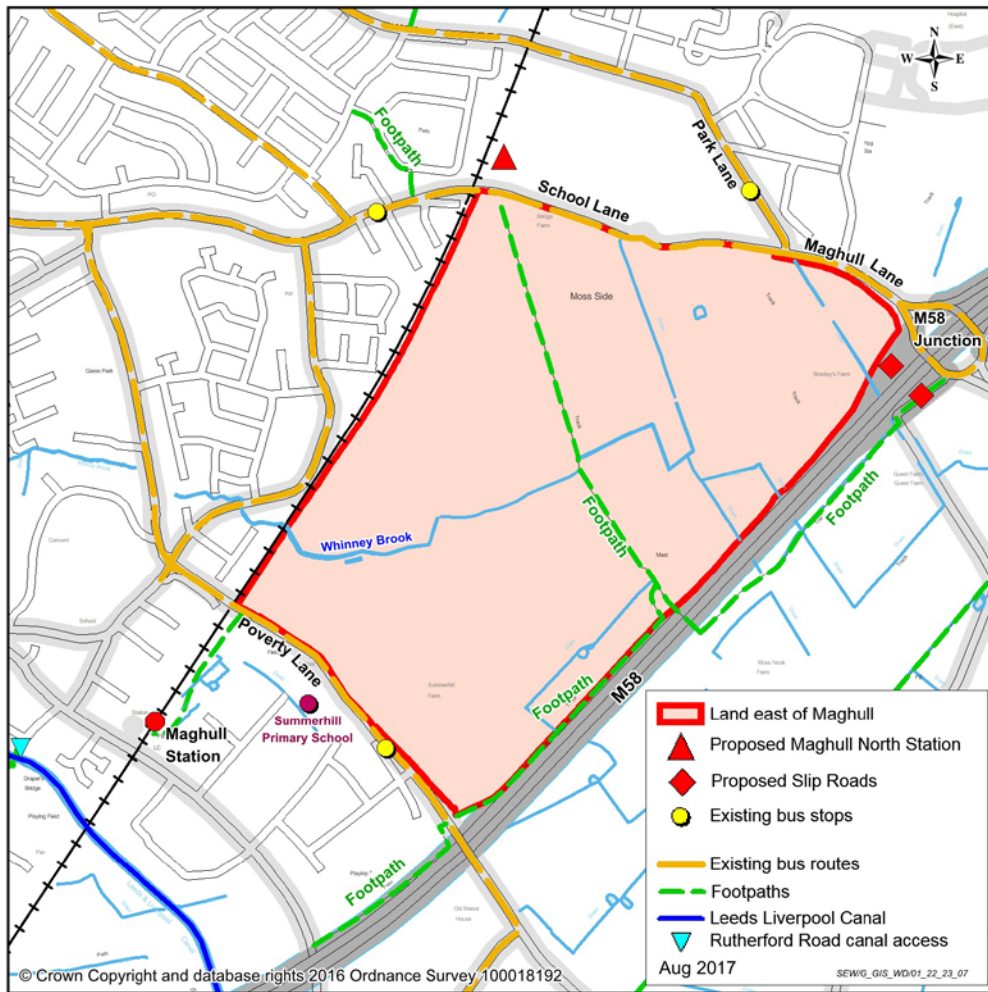
2.2 Context

2.2.1 Maghull is a long established settlement, with a population of around 22,000. Certain elements of the original settlement of Maghull are evident around the Damfield Lane Conservation Area, Maghull Station, and the Victorian development which surrounds these; however the majority of the town comprises post-war semi-detached and detached suburban housing.

2.3 Accessibility

2.3.1 The site is well served by road and rail infrastructure. Funding for new southbound slip roads at Junction 1 of the M58 has been secured, and work on the proposed Maghull North railway station to the north-west of the site has commenced. The new station is due to open in late 2017. Work on the new sliproads is due to start in April 2018 and is programmed to be completed in January 2019. These infrastructure improvements will ensure that development at this site is served by two railway stations and will have easy access to the motorway network in both directions. In addition, an existing bus service will be extended to run through the site. This will be subsidised for a period of 5 years following the completion of the distributor road through the site.

Figure 3: Accessibility map



2.3.2 Potential access points to the site are identified in LEM4 and shown on Figure 7. A Local Distributor Road will link the main residential access points in the north and south of the site. This will direct vehicular traffic northwards towards local shops and other facilities, and the M58 motorway.



Poverty Lane / Molyneux Road junction



School Lane / Park Lane junction

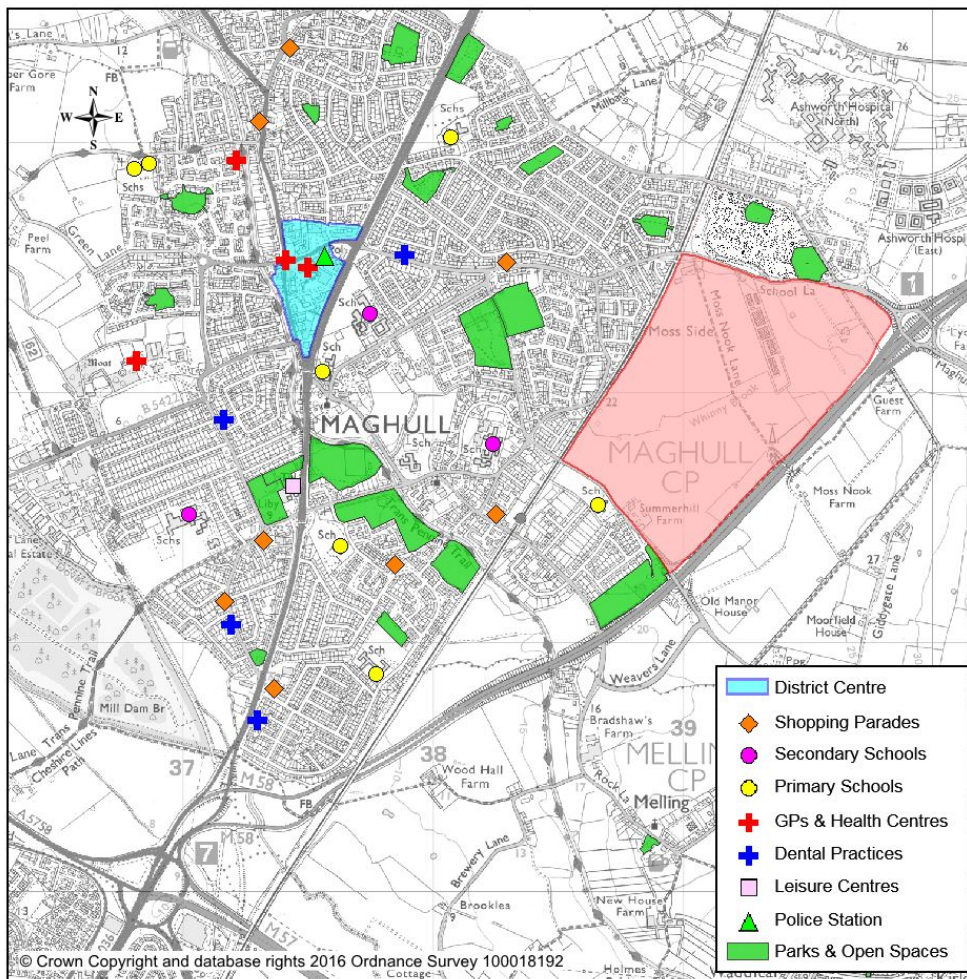
2.3.3 There are two public rights of way which cross the site, and there is a requirement for more pedestrian and cyclist routes to be provided through the site and along Poverty Lane – see LEM3 ‘Highways and Accessibility’ in Section 3 for more detail.

2.3.4 Summerhill Primary School is located immediately adjacent to the site’s southern boundary. This school will be expanded to become a two-form entry through ‘Section 106’ payments provided by the development of this site.

2.3.5 Existing shopping parades are located nearby on Deyes Lane and Tree View Court, with Maghull centre located around 1.2km to the west of the site. The locations of these are shown on Figure 4. However, new local shopping provision is required on-site to meet new convenience and other local needs associated with its development.

2.3.6 Two existing areas of public open space in the vicinity of the site are shown on Figure 4. This also shows the proposed area of open space on the ‘Poppyfields’ site to the north and a cricket ground, both of which are located within the ‘former Prison site’ housing allocation (Local Plan reference MN2.30). Three are located to the north-west of the site. The Balls Wood (Leatherbarrow Lane) open space is located to the south-east of the the site. These facilities will serve some properties in the north west and south east corners of the site. Open space will also be provided to the north when housing site MN30 ‘Former Prison Site, Park Lane, Maghull’ is developed. A new ‘main’ park is proposed within the site, to be located on either side of Whinney Brook. This will provide high quality recreational opportunities and make an important contribution to managing recreation pressure away from the internationally designated nature sites on the Sefton Coast.

Figure 4: Local facilities map



2.4 Constraints

Flood Risk and surface water management

2.4.1 Flood risk and surface water management are key constraints across the whole of Sefton and require careful consideration and assessment. More information is provided in the National Planning Policy Framework (NPPF) and Local Plan policy EQ8 'Flood risk and surface water'. As shown in Figure 9, 13% of the site lies within the Environment Agency's designated Flood Zones 2 and 3. Some land is in Flood Zone 3b. This corresponds with the banks and flood plain of Whinney Brook. No development will be permitted in the functional flood plan (land in Flood Zone 3) apart from water-compatible uses and essential infrastructure, and provided that this will not result in any net loss of floodplain storage, impede water flows, or increase flood risk elsewhere.

2.4.2 Part of the site is also subject to surface water flood risk (mostly around Whinney Brook), which also requires safe mitigation.

2.4.3 Site specific requirements for safe mitigation of flood risk and surface water management are set out in LEM4 in section 3.

2.4.4 The Environment Agency (EA) has indicated that the site may be suitable to provide a flood storage area to help ameliorate flooding downstream. Developers should liaise with the EA to ascertain whether this is required, and if so, a suitable area should be provided within the site to accommodate this.

Ecology

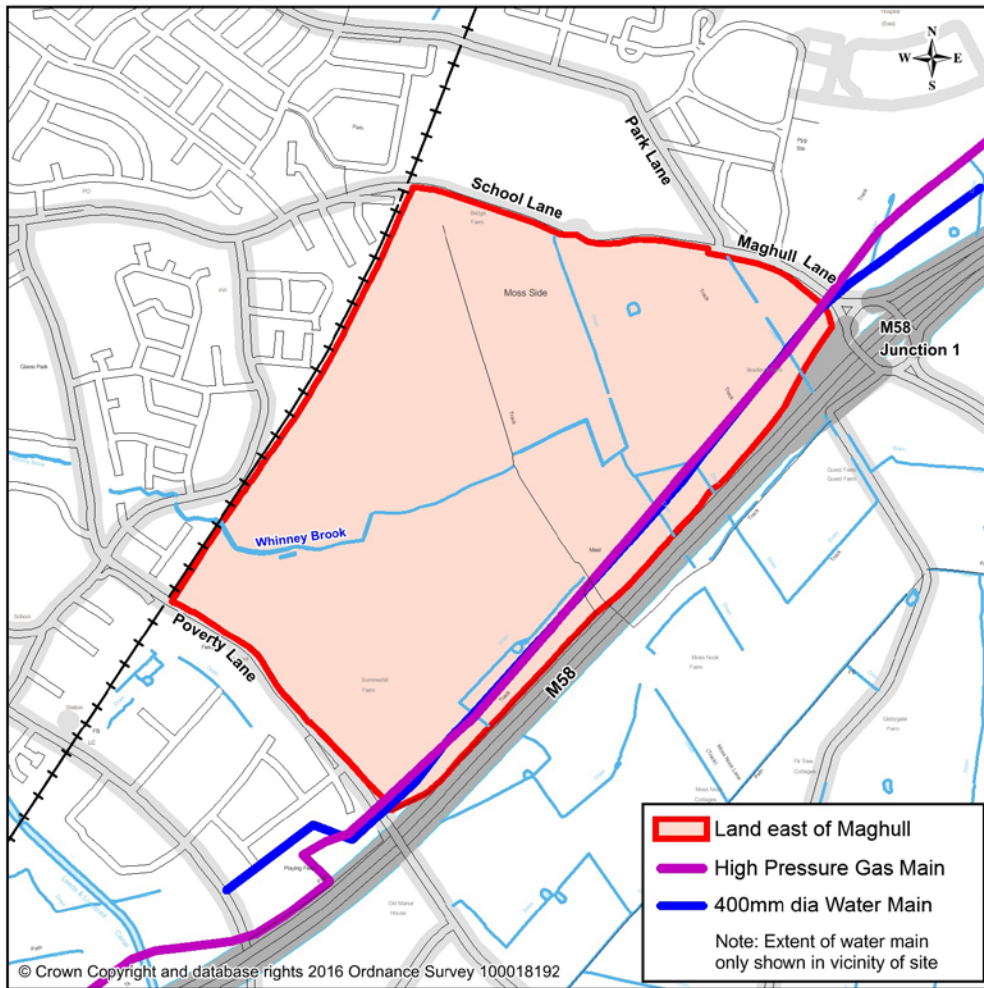
2.4.5 The site contains potential habitat for non-breeding birds (sometimes referred to as over-wintering birds) including pink-footed geese. Accordingly, appropriate surveys will need to be undertaken and sufficient information must be provided with any planning application to enable the Council to make a Habitats Regulations Assessment. Due to the number of people who will be living on the site when it is developed, it may also be necessary to demonstrate, for HRA purposes, how the development of the site will make alternative provision so as to minimise the impact of visitors to the Sefton coast and its designated internally important nature sites. This could include signage to the Leeds Liverpool Canal and localised towpath improvements. More information is set out in the emerging Nature SPD (see <https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan-and-modifications-and-neighbourhood-planning/emerging-supplementary-planning-documents.aspx>).

2.4.6 The site may also contain Priority Habitats and provide a habitat for Priority Species, other legally protected species, or those subject to Biodiversity Action Plans (see http://jncc.defra.gov.uk/PDF/UKBAP_PriorityHabitatDesc-Rev2011.pdf). This may include bats, breeding birds, water vole or amphibians associated with Whinney Brook. The Ecological Reports for the site should include appropriate surveys, take account of remedial works for any invasive species, and identify opportunities for ecological enhancement and habitat creation. They should be submitted with all relevant planning applications for the site, and should cover an appropriate area so that the presence of any of these species is identified and can be mitigated for across the whole of the site in a comprehensive manner.

Other constraints

2.4.7 An underground high pressure gas main (shown in Figure 5) runs close to the eastern boundary of the site. A 9m wide easement must be maintained on either side of this which will affect development in this location. There is also a high pressure water main running on a similar alignment which is also subject to easements. These issues are addressed within the 'comprehensive development principles' section of this SPD.

Figure 5: High pressure gas main and water main - indicative routes



2.4.8 **Noise and air pollution** associated with the M58 motorway and the railway line should be considered at an early stage and suitable mitigation incorporated into the proposals for the comprehensive development of the site.

3.0 Development Framework

3.1 Development Principles

3.1.1 The Land East of Maghull is in multiple ownerships (see Figure 2) and, due to its size, is likely to be developed over many years, and be the subject of a number of planning applications. Local Plan policy MN3 (in Appendix 1 of the SPD) requires that the development of the site to create a comprehensive and integrated sustainable urban extension. In order to ensure this is achieved, all planning applications should accord with the following principles:

LEM1 DEVELOPMENT PRINCIPLES

1. The development of site MN2.47 'Land East of Maghull' will create a comprehensive high quality, well-designed sustainable urban extension containing integrated, distinctive, safe and secure residential neighbourhoods, a Business Park and the provision of and improvements to local infrastructure.
2. An agreed single, detailed Master Plan for the development of the whole site must be submitted with or prior to the submission of the first planning application for the development of the whole or any part of the site for approval by the Council. It should accord with the requirements of Local Plan policy MN3 and this SPD and demonstrate how the site will be developed in a comprehensive manner, and where and how all the key elements of the development and associated infrastructure will be provided.
3. The Master Plan will be a comprehensive document comprising maps, diagrams and explanatory text to demonstrate how the site will be developed (see Section 4 for the Master Plan requirements), based on up to date evidence which has informed the Master Plan's preparation. It must identify the following:
 - The locations of the residential neighbourhoods within the site, with an indication of how many homes will be located in each area (LEM2)
 - The location and extent of the 20 ha (net) Business Park (LEM7), including potential access points (LEM3)
 - The location of the two older persons' housing schemes (LEM6)
 - The strategic landscape network, including the landscaping to the railway line and M58 Motorway and between the proposed Business Park and nearby residential areas (LEM2)
 - The route of the Distributor Road which links Poverty Lane to School Lane (LEM3)
 - The road hierarchy within the site (LEM3)
 - The existing and proposed pedestrian / cycle network within the site, including those specified in LEM3
 - The location and/or type of flood mitigation measures that will be provided (LEM4) based on a site specific FRA for the whole site
 - The extent of any realignment of Whinney Brook or other watercourse that may be proposed (LEM4)
 - The location and extent of the Main Park (LEM5)
 - The location of areas proposed for biodiversity enhancement (LEM2)
 - The location of the local shopping provision (LEM8)
4. The Master Plan should also set out the design principles for the site in line with LEM2, and set out the mechanism for providing the infrastructure required by LEM9.
5. In order to deliver an integrated and comprehensive development individual planning applications

within the site should:

- Ensure roads are built right up to the edge of land ownership boundaries
- Integrate with the existing area and road patterns / pedestrian routes
- Include arrangements for the construction of a road and pedestrian bridges over Whinney Brook
- Take account of the easements associated with the high pressure gas main and the 400mm water main shown in Figure 5
- Ensure that the noise and other pollution associated with the M58 and the Liverpool-Ormskirk railway line are suitably mitigated
- Ensure that design is co-ordinated between adjacent applications to deliver a cohesive development
- Ensure that there is an integrated approach to the management of flood risk, surface water and foul drainage across the site, including the use of sustainable drainage systems (SuDS) as the preferred method of surface water drainage.

3.1.2 LEM1 seeks to ensure that development on this site creates a comprehensive and integrated urban extension in line with Local Plan policy MN3. The site is in multiple ownerships and will be developed by a number of house-builders and other developers (see Figure 2). It is essential that each application within the site contributes towards a comprehensive and integrated overall development.

3.1.3 The preparation of a single detailed Master Plan will enable the site to be developed in a comprehensive and phased manner. This will also ensure that all relevant proposals contribute on a proportional basis to providing the infrastructure required to support the increased population and the provision of the Business Park. It will allow the development of the various parts of the site to be informed by and to take appropriate account of other development on the site.

3.1.4 The Master Plan must accord with Local Plan policy MN3 and all requirements set out in this SPD and should be submitted prior to or with the first planning application for the development of the site and have been agreed by all landowners and developers. All planning applications must include a statement of conformity with the Master Plan.

3.1.5 In order to deliver an integrated and comprehensive development the Master Plan and subsequent individual planning applications should be informed by integrated technical evidence reports for the whole of the site. These include a Flood Risk Assessment, Ecological Appraisal, Archaeological Desk Based Assessment, Transport Assessment, Air Quality Assessment and any other technical assessments subsequently identified as appropriate assessing cumulative impacts for the whole of the site. In addition, appropriate surveys will need to be undertaken and sufficient information provided with the first planning application to enable the Council to make a Habitats Regulations Assessment for the whole site.

3.2 Design Requirements

3.2.1 Local Plan policy MN3 Part 1 requires development on the site to create a 'high quality, well-designed sustainable urban extension containing integrated, distinctive, safe and secure residential neighbourhoods'. This section of the SPD provides further detail on how this will be achieved.

LEM2 DESIGN

1. The development of this site is required to provide the standard for high quality design in Sefton. Development of this site must be consistent with Local Plan policies, the development principles

set out in LEM1 and conform to the design principles set out below.

Site layout and general principles

2. The Design and Access Statement will identify a number of clearly defined neighbourhoods or character areas across the site, each incorporating a range of housing tenures, house types and house styles. These should not be based solely on land ownership boundaries.
3. Applications for residential development should be accompanied by an assessment that identifies the best examples of local vernacular architecture, context, design, and materials within Maghull. This assessment must clearly inform the design of this site.
4. Design Codes should be submitted for each neighbourhood or character area focusing on key areas within the site. They should be used, for example, to identify key gateways, along the local distributor road through the site and the built interface with the proposed Park, for the local centre and the proposed Business Park, and for other appropriate locations.
5. A clear internal street hierarchy should be set out within the site, comprising the Local Distributor Road, estate roads, and minor residential roads. This hierarchy should be reflected in road widths, landscaping, building heights, and the extent to which the building line is set back from the road edge, as set out in Figure 6 below. Estate roads should direct traffic primarily towards the Local Distributor Road and to School Lane / Maghull Lane (as described in Figure 7).
6. New prominent landmarks and gateway buildings / features should be created to provide reference points and emphasise the hierarchy of the place and should be designed to a particularly high standard.
7. Higher density development, including the provision for older people required by LEM6, should be located in the north-western part of the site close to the local distributor road and / or bus routes through and adjacent to the site and to Maghull North train station and in southern part of the site close to an accessible bus stop. In these locations, net residential densities should average above 40 dwellings per hectare in line with LEM 6.
8. The Local Distributor Road should be tree-lined along its length using appropriate medium-large sized species spaced at intervals of approximately 25 metres.
9. Open spaces should be designed so that they are overlooked by the principal frontages of new dwellings in order to provide natural surveillance and active frontages. They should be provided in conjunction with the development of adjacent residential areas. The park should be designed to be capable of achieving Green Flag status (see paragraph 3.5.2)
10. All housing developments should be designed so that no aspect of design differentiates between market and affordable housing. Affordable housing should be pepper-potted throughout each neighbourhood to create mixed communities, as required by Local Plan policy HC2.

Design of buildings and structures

11. The assessment of local vernacular architecture required in part 2 above should inform the design of residential buildings within the scheme, including the layout, choice of materials, architectural detailing, and hard and soft landscaping.
12. Architectural treatment and detailing should contribute to the overall character and identity of

the development. Poor quality pastiche house types will not be supported.

13. Front doors and windows in new dwellings should be orientated to overlook streets and public spaces to create natural surveillance and active frontages.
14. The height of new residential buildings within the scheme should be consistent with the street hierarchy set out in Figure 6.
15. Development within the site should follow best practice guidance in 'Secured by Design' to design out opportunities for crime and anti-social behaviour.
16. Major development should incorporate measures to reduce greenhouse gas emissions where practicable in line with Local Plan policy EQ7.
17. The design of the Business Park (see LEM7) should be of a high quality, consistent with best practice elsewhere.

Boundary treatments, landscaping and green infrastructure

18. The landscaping framework for the site should be designed and managed to provide an attractive, high quality environment for homes and businesses and for those living, working, visiting or travelling through the site and surrounding areas. This should include both hard and soft landscaping, as well as new tree, hedgerow, shrub and other planting to provide linking habitats, green corridors and biodiversity enhancement.
19. The landscaping framework to the Business Park should create an attractive environment and incorporate a high quality landscaped entrance. This should ensure an appropriate separation of residential and employment along the interface between these two uses, and provide a high quality frontage onto the M58 motorway.
20. The distinction between public and private spaces, different character areas, and land uses should be made clear through appropriate built or natural boundary treatments.
21. Pedestrian / cycle routes should be created throughout the site. These should be built to adoptable standards, appropriately lit, designed to benefit from natural surveillance, and landscaped to an appropriate standard.
22. Landscaped buffers should be created along the Liverpool-Ormskirk railway line, the M58 motorway, and between the Business Park and residential areas, to act as a visual and noise barrier to protect residential amenity.
23. Development should maintain, and where possible enhance, Priority Habitats and habitats for Priority Species, other legally protected species or those subject to Biodiversity Action Plans which have been identified within the site. Where appropriate, new habitats should be provided.

3.2.2 Achieving high quality and innovative design is a fundamental requirement for any development proposed on this site. An analysis of the local vernacular architecture and character of surrounding areas forms part of the Master Plan requirements and is necessary to inform the overall design approach. Replication of poor quality, post-war construction should be avoided.

3.2.3 The SPD requires the production of a series of Design Codes for each neighbourhood or character area. These are a distinct form of detailed design guidance. They are a set of illustrated design rules and requirements which instruct and advise on the physical development of a site.

3.2.4 Design Codes should be prepared in line with the principles set out in this SPD. They are required to provide consistency across the development and to create place-making features. This will help people find their way through the site and encourage a greater understanding of how each interconnecting element contributes towards the development of the whole site.

3.2.5 In particular they should be used to define key gateways and landmark buildings and features, the distributor road through the site, the built interface with the proposed Park. It may also be appropriate to develop a Design Code to inform the development of the local centre and the Business Park.

3.2.6 The Design Codes will guide the nature of the built form, streets and spaces and create distinct character areas within the site. They will help to achieve high design standards and provide certainty and clarity about the form of development expected and provides a degree of unity across the whole site. They do not mean that each neighbourhood should look the same but that they relate to each other in a coherent way. This is particularly important as the site will be development over many years and by a number of developers.

3.2.7 The Design Codes should be prepared in partnership with Sefton Council, Maghull Town Council, and (where appropriate) services providers. They should prescribe the design of edges, gateways and corners, the public realm, block sizes, built form character, building materials, appropriate parking solutions, tree, shrub and other planting species to be used and other hard and soft landscaping materials.

3.2.8 Higher density development is best located in areas within walking distance of public transportation – particularly close to the proposed bus route through the site and the pedestrian routes to Maghull station and the proposed Maghull North station. These areas are also identified in LEM6 as suitable locations for older persons housing schemes.

3.2.9 This SPD does not advocate a particular style in relation to the design of individual buildings. However it is a requirement to provide evidence that design has been influenced by an assessment of vernacular architecture, context, design, and materials within Maghull. This should include drawing on local examples of high quality treatment and detailing.

3.2.10 Housing should be orientated to create active frontages which provide security and natural surveillance over open spaces and footpaths. It is also necessary to ensure that principal frontages are designed to maximise solar gain.

3.2.11 It is important both for good design and the managing of vehicle movements within the site to establish an internal street hierarchy through the site. Clear and distinct street patterns promote easy and efficient movement, protect residential amenity and prevent inappropriate through traffic using minor residential roads, as well as providing legibility through the development.

3.2.12 Tree planting is required along the Distributor Road and other appropriate roads in line with guidance as set out in Figure 6 below and in the Sefton Developers Pack - Street Design Guide (see <https://www.sefton.gov.uk/media/700872/sefton-developers-pack-street-design-guide.pdf>). This will contribute towards setting a hierarchy of space, defining the character of an area and create a greener and more attractive environment. Appropriate footpath widths are shown in the Sefton Council Developers Pack. Where tree pits are proposed within the footway, a minimum footway width of 2.5 metres should be provided.

3.2.13 Boundary treatments and landscaping should be designed in a coherent way to a consistently high standard throughout the site to effectively distinguish the areas and buildings which they are separating and screening. This is necessary to protect local amenity, help people find their way through the site, and create a greater sense of place and protect amenity. Biodiversity enhancement, green corridors, native species planting and wildflowers also help to secure distinct character areas and create a sense of place for the new community.

Figure 6: Internal street hierarchy

	Local Distributor Road	Residential Estate Roads	Minor residential roads
General Function	Strategic route linking School Lane / Maghull Lane with Poverty Lane, incorporating a bus route. Accessible bus stops with shelters are required.	These make up the local network, connecting the majority of the residential areas within the site to the Distributor Road. These are anticipated to serve 200-300 dwellings.	Lower order routes giving access to dwellings, with no relevance to vehicular through movement.
Design Criteria	The local distributor road should have a minimum width of 7.0 metres and a speed limit of 30 mph. Footways should be provided on the either side. One of these should comprise a 3 metre wide shared use path that connects to the surfaced path network within the Main Park, and the other should comprise a 2 metre wide pedestrian path.	Estate roads should have a minimum width of 5.5 metres. Pedestrian footways should be provided on both sides of the road. Roads should be designed to have a maximum speed limit of 20 mph.	Shared surfaces may be appropriate. Speed limit of 20 mph.
Landscaping	Tree lined on both sides for the entire length, located within a grass verge (minimum width of 2 metres) on either side of the road.	Tree lined on both sides using smaller species, spaced at appropriate intervals. These should be located within 1m square tree pits within the footway or within a grass verge (minimum width of 1 metre).	Not essential.
Building height and line	The building line should be set back by an appropriate distance to create a greater sense of space, and design should be of a consistently high standard. Housing should be mix of 2, 2.5, and 3 stories along this route, or as determined through the Design Codes. Landmark buildings with	Housing should not normally exceed two storeys along these routes.	Housing should not exceed two storeys along these routes.

	Local Distributor Road	Residential Estate Roads	Minor residential roads
	at least 3 storeys should be located on significant corners.		

All roads must be constructed and landscaped to standards consistent with the Sefton Developers Pack.

3.3 Highways and Accessibility

3.3.1 Local Plan policy MN3 sets out a number of requirements relating to highways and accessibility. These include the provision of a local distributor road through the site, the separation of residential and commercial traffic, as required in part 5f of Local Plan policy MN3, and the provision of walking and cycle routes as required in part 5g of the policy. This section provides further detail on the specific highways and access requirements for the site.

LEM3 HIGHWAYS AND ACCESSIBILITY

1. The development of this site will be subject to the following requirements relating to access points, road layout, and cycle and pedestrian routes. The main access points to the site are illustrated in Figure 8 below.

Access Points onto School Lane / Maghull Lane and Poverty Lane

2. The Local Distributor Road required in part 5(f) of Local Plan policy 'MN3 Land East of Maghull' should be located either at the junction of School Lane / Maghull Lane with either Park Lane or from the roundabout on School Lane that provides access into site 'MN2.30 Former Prison Site, Park Lane, Maghull'. This will provide the main residential access to the site from the north. The Local Distributor Road should be designed so as not to encourage external traffic to rat run through the site.
3. The main access to the site from Poverty Lane should be located in close to or at the junction with Molyneux Road.
4. Any secondary residential access onto School Lane should be located either at the existing roundabout on School Lane or to the west of this. This should only provide direct vehicular access to a limited number of dwellings (maximum of 50) in the north western part of the site.
5. Any secondary access onto Poverty Lane should be located to the west of the Summerhill Primary School buildings. Any secondary access in this location must not provide a vehicular through route to the wider development, and should only provide vehicular access to a limited number of dwellings (maximum of 50) in the south western corner of the site.
6. The Business Park should be served by a dedicated point of access. This can be located at either the Maghull Lane / Villas Road junction or the School Lane / Park Lane junction.

Internal Layout

7. The Local Distributor Road is the only internal vehicular route that will cross Whinney Brook. However, a number of footbridges will also be required.
8. The internal layout should ensure that the Business Park is not connected to the residential road network. However, footpath and cycle routes should connect the Business Park to the rest of the

site.

9. The bus route through the site should enter the site from the north via the Local Distributor Road. All dwellings within the site should be within 400m of a bus stop.
10. The proposed local shopping provision (see LEM8) which is to be located on the School Lane / Maghull Lane frontage within easy walking distance of the bus route. It should be designed so that access for service vehicles is segregated from residential traffic.
11. Appropriately designed car parking and servicing areas will be required for local shopping provision and leisure facilities including the proposed Multi-Use Games Area (see LEM5), commercial and business uses. Opportunities should be taken wherever appropriate to share car park areas. These facilities should not be accessed through residential areas.

Pedestrian and Cycle Improvements

12. The footpath and cycling network through the site should link all the key features within the site, and provide links to the two nearby stations, Summerhill Primary School, the local shopping provision and the Business Park. The landscaping framework for this network should be designed and managed to provide an attractive, high quality environment.
13. A new footpath and cycle path is required along the southern side of School Lane connecting the proposed cycleway improvements at Junction 1 of the M58 to the pedestrian footbridge that crosses the Liverpool-Ormskirk railway line.
14. Maghull footpaths No 11 and No 13 will be retained and upgraded to create pedestrian / cycle ways to facilitate access both to open countryside (via the footbridge over the motorway) and to Maghull North and Maghull stations and to Poverty Lane, including any bridges necessary to cross Whinney Brook. These routes should retain pedestrian / cycle priority and be landscaped to a high standard along their length.
15. A pedestrian / cycle route should be created through the site linking Maghull North Station to Summerhill Primary School, following a reasonably direct alignment. This must include an appropriately lit pedestrian / cycle crossing over Whinney Brook through the 'Main Park'.
16. A pedestrian / cycle route should be created through the site from Summerhill Primary School to all residential areas. It should also link to the main north / south routes through the site and to the local shopping provision and the Business Park.
17. A continuous pedestrian footway should be provided along the northern side of Poverty Lane. New pedestrian crossings over Poverty Lane must also be provided to facilitate access to Summerhill Primary School, the Balls Wood / Leatherbarrow Lane area of public open space, and Maghull Station.
18. All roads, paths, highway landscaping and car parking should be laid out be in line with the 'Sefton Developers Pack' to an adoptable standard.
19. Provision of appropriate signage to the Leeds and Liverpool Canal is required in order to facilitate access to it from the site.

3.3.2 The Local Distributor Road will provide the only vehicular route through the site. At its southern end the Local Distributor should connect to Poverty Lane in close proximity to its junction

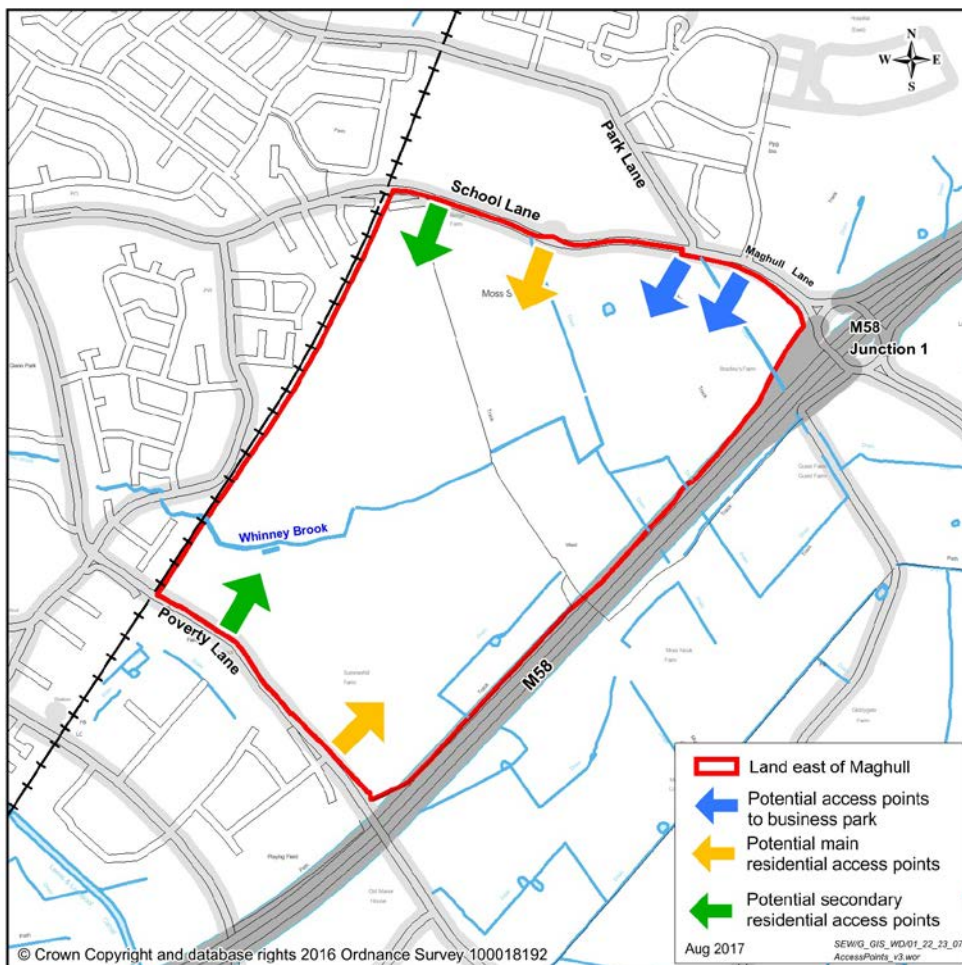
with Molyneux Road. There is a significant amount of highway land in this location which will facilitate the creation of an appropriate junction. The Distributor Road must be designed to encourage traffic from all parts of the site to use Junction 1 of the M58 and the motorway network rather than travelling through Maghull.

3.3.3 The proposed bus route through the site will be routed along the Distributor Road and must be provided in line with the Developers Pack - Street Design Guide <https://www.sefton.gov.uk/media/700872/sefton-developers-pack-street-design-guide.pdf> to be fully accessible, with laybys, shelters and other facilities as set out in the SPD.

3.3.4 Any footpath diversions required must follow the correct legal procedures. See https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/12 for more information.

3.3.5 Improvements to accessing the Leeds and Liverpool Canal are required to meet the Habitat Regulation Assessment requirement to reduce the recreational pressure new development puts on the internationally designated Sefton Coast. Whilst it is acknowledged the site is not adjacent to the Canal, the size of the proposal means that the recreational pressure from residents could result in a significant increase in trips to the coast if more local recreational facilities are not provided and enhanced. Possible improvements could include signposting to the canal from the site and localised improvements to the towpath eg in the vicinity of Drapers Footbridge (Bridge 11B) at the end of Rutherford Road to the west of the railway line.

Figure 7: Main access points to Land East of Maghull



3.3.5 Any secondary access points from either School Lane or Poverty Lane should only serve a limited number of dwellings, and not provide a vehicular through route to the wider development. This is to discourage traffic moving through the site away from the local distributor road towards Poverty Lane, but will also avoid conflict with school traffic close to Summerhill Primary School.

3.3.6 The Business Park should be served by a dedicated point of access via one or both of the Maghull Lane / Villas Road or Park Lane junctions.

3.3.7 If access to the service area is to be gained from the Local Distributor Road, it should be located at the northern end of this road to minimise the impact of commercial traffic on residential amenity and / or conflicts with residential traffic.

3.3.8 A number of pedestrian / cycle routes through the site are specified above. The purpose of these is to ensure that local facilities and public transport are readily accessible to new residents across the site to encourage people to walk and cycle through the site.

3.3.9 The highways and accessibility requirements listed above are not necessarily exhaustive, and any development within the site should comply with the Council's 'Ensuring a Choice of Travel' SPD the 'Sefton Developers Pack' and other relevant advice. Transport Assessments will be required with all relevant planning applications in line with the National Planning Policy Framework.

3.4 Flood Risk

3.4.1 As set out in section 2.4, flood risk and surface water management are important considerations in developing the site. The design of flood risk mitigation and surface water management should conform to Local Plan policy EQ8. This section of the SPD provides further detail on how this will be achieved. The Sustainable Drainage Systems (SuDS) and flood risk Information Note should also be taken into account.

LEM4 FLOOD RISK AND SURFACE WATER MANAGEMENT

1. A site specific Flood Risk Assessment is required for the whole site. This must provide detailed modelling of the whole site including an assessment of the effects of climate change. Both the site specific Flood Risk Assessment and development proposals must set out an integrated approach for the whole site for flood risk and surface water management and foul drainage. Much of the flood risk mitigation associated with Whinney Brook should be contained within the main park and other open areas of the site. The development should reduce the risk of flooding onsite and elsewhere in line with the requirements of Local Plan policy EQ8. If appropriate, surface water flooding mitigation may also be contained within these areas.
2. The site specific Flood Risk Assessment should be provided as part of the first planning application submitted or/and as part of the required Master Plan to ensure a coordinated approach to managing all risks of flooding across the whole site. There should be agreement to the flood risk and surface water management proposals from all developer parties, the Environment Agency, utility providers, emergency planners and the Lead Local Flood Authority. This could include the provision of a flood storage area within the site to meet emerging Environment Agency requirements.
3. Any proposals to re-align or re-profile watercourses and floodplains within the site, including Whinney Brook, must be supported by sufficient information including hydraulic modelling to demonstrate no increased flows or water levels, and a reduced risk of flooding after re-profiling and/or realignment, within the site and elsewhere.

4. Development must to be located in areas of lowest risk of flooding from all sources and no inappropriate development shall be located within Flood Zones 2, 3a or 3b.
5. Proposals on any part of the site must not increase flood risk within the site or elsewhere and should reduce causes and impacts of flooding within the site and elsewhere where possible.
6. All bridge crossings must be clearly identified. The use of culverts is unlikely to be acceptable and should be kept to the minimum necessary to promote good accessibility through the site for all pedestrians, cyclists and motorised vehicles.
7. Finished floor levels and any basement access levels must accord with the requirements of policy EQ8
8. Sustainable drainage systems must be designed into the scheme to manage surface water and run-off within the site, and must accord with policy EQ8. Such SuDS must incorporate sufficient capacity to take account of the likely impacts of climate change. They must respect the natural topography of the site and not introduce highly engineered solutions.
9. Suitable arrangements for the long term management and maintenance of flood risk mitigation measures and sustainable drainage systems must be incorporated into the development proposals.

3.4.2 An integrated, site-wide approach is required to manage flood risk, surface water and foul drainage within the site. Development should not increase flood risk from any sources within the site or elsewhere, and should take opportunities to reduce flood risk where possible. Flood and surface water risk and mitigation should be identified through production of both a site specific Flood Risk Assessment and a detailed Drainage Strategy for the whole site. Their requirements should be incorporated into development proposals, as well as how the requirements of Local Plan policy EQ8 'Flood risk and Surface Water' and LEM4 will be met.

3.4.3 As shown in Figure 8, 13% of the site lies within Flood Zones 2 and 3, including some land in Flood Zone 3b, the 'functional flood plain' where there is a general presumption against most types of development. As indicated in Figure 9, part of the site is also subject to surface water flood risk, which will also require sustainable management and mitigation. It is expected that this will be largely be managed within the Main Park (see LEM5 below) but surface water must be managed across the site.

3.4.4 Any flood risk mitigation areas should not be located within gardens, drives, car parking areas and similar curtilages. This is to avoid areas set aside for mitigation being lost to future development (including development which does not require planning permission, such as house extensions).

Figure 8: Flood risk map

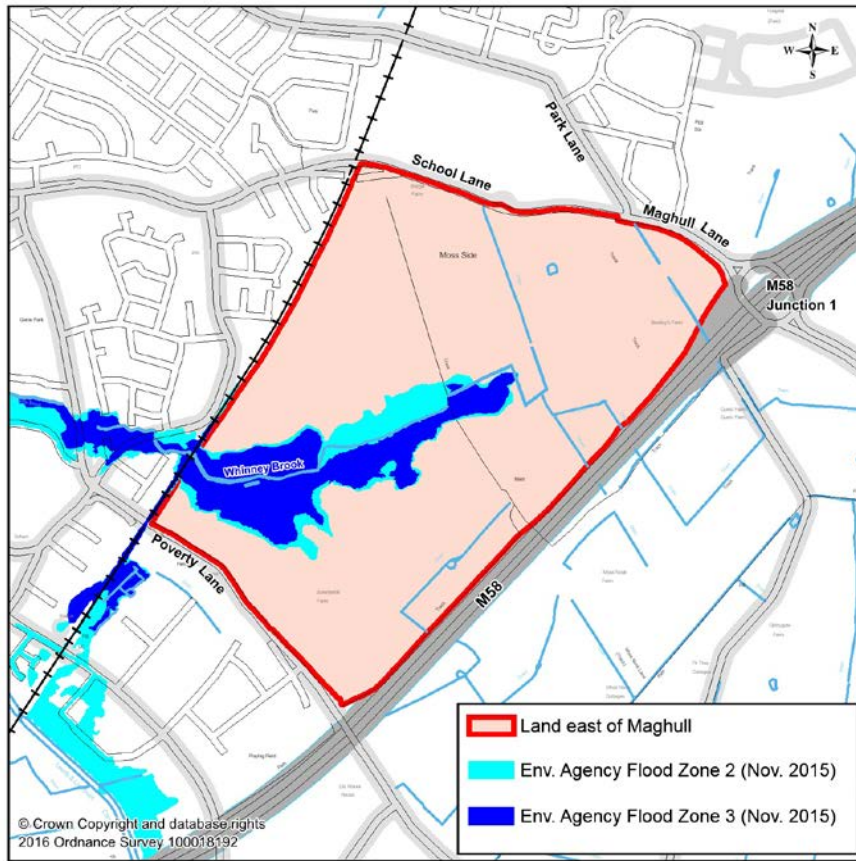
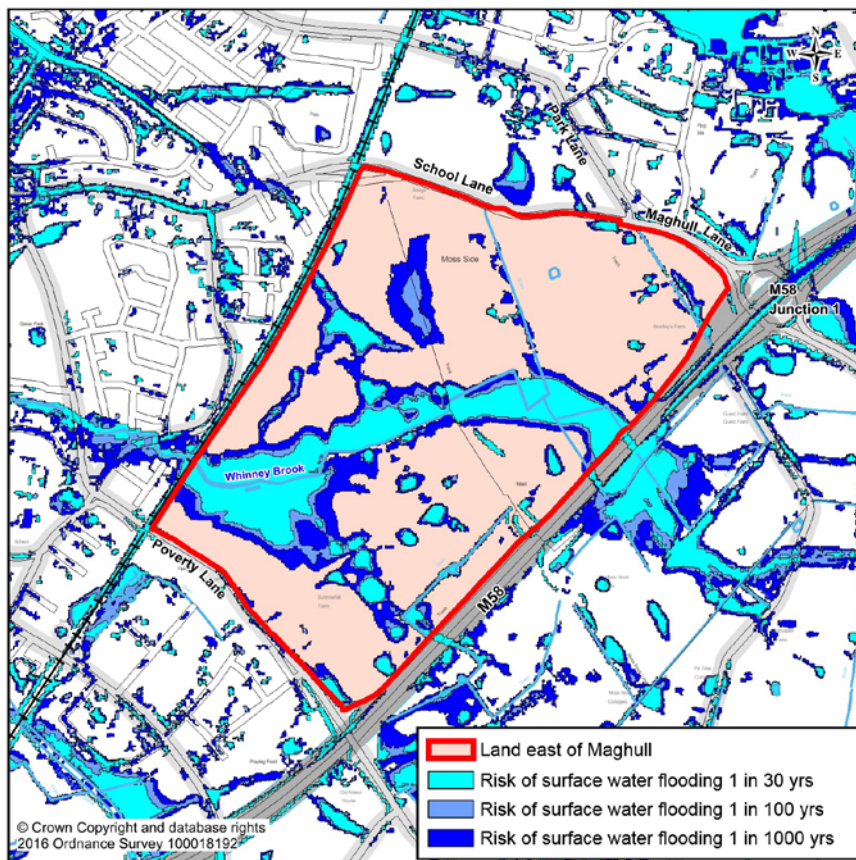


Figure 9: Surface water flood map



3.4.5 Whinney Brook is an 'ordinary watercourse' within the site. Sefton Council is the lead local flood authority (LLFA) for this stretch of Whinney Brook, whereas the Environment Agency are responsible for the lower reaches of Whinney Brook (to the west of the railway) where Whinney Brook is classified as a 'main river'. The Environment Agency has identified that this site might be suitable for use as a flood storage area to help mitigate existing flood risks downstream. The developers are urged to contact the EA to ascertain its requirements prior to the submission of any planning application which abuts Whinney Brook, and to include appropriate solutions within the development where possible.

3.4.6 The Whinney Brook culvert underneath the railway embankment must be inspected as part of the flood risk assessment. Any upsizing of this culvert will be unacceptable as it will cause a significant increase in flood risk downstream.

3.4.7 All bridge crossings over Whinney Brook and other watercourses must be clearly identified in the Master Plan and in all relevant planning applications. The use of culverts is discouraged because they can easily become blocked and can damage sensitive habitats, such as water vole habitats.

3.5 Main Park

3.5.1 Part 5d of Local Plan policy MN3 sets out a requirement for a 'Main Park' to be provided within the site on either side of Whinney Brook. A 'Main Park' is defined in the Council's Open Space and Recreation Study (see Section 5) and reflects the size and/or range of facilities provided. The Park must incorporate an equipped play area, new habitat, flood risk mitigation, and other facilities. The design of the Park should conform with Local Plan policy EQ9 'Provision of open space, strategic paths and trees' and the draft Nature Conservation SPD. It should also conform with Local Plan policies EQ8 'Flood risk and surface water' and NH2 'Nature', and the Sustainable Drainage Systems (SuDS) and flood risk Information Note, when this is prepared. This section provides further detail on how this park should be laid out, and what facilities it should include.

LEM5 MAIN PARK

1. A new Main Park should be created within the site located on either side of Whinney Brook, as required in part 5d of Local Plan MN3. This should be a minimum of 6 hectares in size and comply with the requirements set out below.
2. The park should primarily serve the new residential areas, and be accessible to existing residential areas within the eastern part of Maghull. It should be designed to be capable of achieving a 'Green Flag' award.
3. The Master Plan will include a single scheme for the design of the whole of the park should be submitted to the Council for approval as part of all relevant planning applications for the site. The Master Plan should indicate how the layout and development of the Park will be phased in relation to the development of the adjoining areas.
4. The park should incorporate the following facilities:
 - an equipped play area with at least 5 pieces of play equipment for the 0-5 age group and at least 5 pieces of play equipment for the 5-12 age group. The 0-5 age group play area should be dog free, and be fenced using steel railings and self-closing gates.
 - A Multi Use Games Area incorporating at least 2 courts, a car park which is not accessed via residential estate roads, which is located close to an existing or proposed bus route

- Other facilities to be determined in consultation with Maghull Town Council and the wider community. This could include facilities such as a skate park or a bowling green.
5. The equipped play areas, Multi Use Games Area (and any other facilities) should be located together and close to the centre of the site. These facilities must be at least 25 metres away from the curtilage of new housing in order to preserve residential amenity. These facilities should be located in areas that are outside of Flood Zone 3b.
 6. The park should contain a well-drained surfaced path network for both walking and cycling that is also suitable for wheelchair users and those with limited mobility. This path network should include appropriately located accessible foot bridges across Whinney Brook.
 7. The park should be landscaped to a high standard, including both hard and soft landscaping, and incorporate tree and shrub planting throughout. A feature should be made of Whinney Brook. The landscaping framework for the park should be designed and managed to provide an attractive, high quality environment for visitors and those who live or work nearby. The landscape framework should consider both hard and soft landscaping, as well as new tree, hedgerow, shrub and other planting in line with LEM2.18.
 8. The park should be designed so that it is overlooked by the principal frontages of new dwellings in order to provide natural surveillance and security. Footpaths / footbridges crossing the park should be appropriately lit at night.
 9. Much of the flood risk mitigation associated with Whinney Brook and if appropriate surface water flooding, should be contained within the park and other open areas of the site. Areas of land reserved for flood mitigation should also be designed to incorporate habitat creation, including wetland habitats where appropriate. They must be designed appropriately in terms of public safety.
 10. The park should be designed to incorporate appropriate lighting, litter and dog waste bins, seating and sign posting to key destinations including the Leeds and Liverpool Canal and informative signage about the use of the park.
 11. The park should be subject to a management and maintenance plan to be agreed by the Council as part of the first planning application for the site. This must ensure full public access to the park in perpetuity, set out who is responsible for management and maintenance, specify funding arrangements, and include measures to encourage community involvement, including engagement with local schools, and the use of the park for events and activities.

3.5.2 The park will serve the whole development and will also be accessible to residents from the adjacent areas in eastern Maghull. It should be designed to be capable of achieving a Green Flag award, and this status should be sought within 2 years of the completion of the park. Further information about the Green Flag award can be found at www.greenflagaward.org.uk.

3.5.3 The location of the park will include land in at least at least 2 ownerships within the site. In order to ensure that the park is designed to a consistent standard, an agreed design scheme for the whole park should be submitted to the Council for approval with the first planning application on the site in line with LEM5.3.

3.5.4 The key facilities required in the park are listed in LEM5.4. There is no need for sports pitches to be provided. A car park is required to serve the multi-use games area (MUGA). This could

be a shared facility, for example with the local shops and services that are proposed. The MUGA should also be located close to an existing or proposed bus route, and not accessed through residential roads to avoid traffic congestion and disturbance to nearby residential properties.

3.5.5 Much of the area occupied by the park is likely to be required for flood mitigation for Whinney Brook, and may also contribute to mitigation and management of the surface water flood risk. The design, landscaping, layout and location of recreational facilities and routes within the Park should take into account flood risk including flood depths and velocities, safety and recreation provision. Formal recreation facilities such as equipped play areas and multi-use games areas must be located within areas at lowest risk of river or surface water flooding and outside designated flood or surface water storage areas. Key routes across the park and site should be designed to be safe including in times of flood.

3.5.6 The creation of the park should incorporate new habitats, particularly along Whinney Brook, in line with policy NH2 'Nature' and the Nature Conservation SPD.

3.5.7 The park should be designed to take account of safety and security and make the most of opportunities for natural surveillance. New properties should front onto its perimeter. Landscaping and the location of buildings and structures should avoid creating concealed areas within the park that could attract anti-social behaviour.

3.5.8 The park should be subject to a management and maintenance plan. Any flood mitigation or storage areas and areas which are part of sustainable surface water management systems must also be subject to specific management and maintenance plans, as should any new or enhanced habitat areas. It should not be assumed that Sefton Council or Maghull Town Council will adopt and maintain the park or any other incidental areas of open space, habitat or flood or SuDS areas, and applicants should ensure that suitable plans and arrangements are in place for long-term management, maintenance and public access to the site. This should be set out in the Master Plan for the site and other documents submitted with all relevant planning applications.

3.6 Housing Type and Tenure

3.6.1 Part 5a of Local Plan policy MN3 sets out a requirement that a 'minimum of 1400 dwellings' will be erected on the site. These will contribute significantly to meeting Sefton's identified housing need. This section of the SPD provides further detail on the location of affordable, special needs and elderly peoples housing within the site alongside general requirements relating to housing mix.

LEM6 HOUSING TYPE AND TENURE

1. The site should provide a minimum of 1,400 dwellings, incorporating a range of house types, sizes and tenures, to meet identified housing needs.
2. Two dedicated older persons' housing schemes, each with a minimum of 25 units which are reserved for residents aged 55 and over, should be provided within the site in the following locations:
 - In the southern part of the site, close to Poverty Lane or the distributor road and within 100 metres of an accessible bus stop.
 - In the north western part of the site, within 400 metres of both the proposed Maghull North Station and the proposed local shopping provision (LEM8) and within 100 metres of an existing or proposed bus route through the site.
3. Affordable housing should be provided within the site consistent with Local Plan policy HC1, and be pepper-potted throughout each phase of the development. Applications that seek to

develop only a part of the site should meet these requirements.

4. The mix of housing types and sizes within the site should accord with Local Plan policy HC2. Any application to develop only part of the site should also meet this requirement, with the exception of any developments designed specifically for people aged 55 or over.

3.6.2 Part 5a of Local Plan policy MN3 requires that this site provides at least 2 dedicated older persons' housing schemes (reserved for residents aged 55 and over). Each scheme should contain a minimum of 25 units. The locational requirements for these types of development include being within a short walking distance of local facilities and public transport. For this reason, the two older persons' housing schemes should be located within the parts of the site specified above.

3.6.3 Sefton has a pressing need for new affordable housing, with the greatest pro-rata need in any settlement area being in the Sefton East Parishes area (which includes Maghull). The provision of affordable housing on this site in line with Local Plan policy HC1 is therefore of particular importance. A key requirement is that groups of affordable housing should be pepper-potted across each development area, in clusters of no more than 6 units.

3.6.4 Individual applications within the site should also meet the housing mix requirements set out in Local Plan policy HC2, unless it can be demonstrated that this requirement would be achieved across the site in combination with other submitted or approved plans / proposals on other areas of land within the wider site.

3.7 Business Park Requirements

3.7.1 Part 5b of Local Plan policy MN3 sets out a requirement for a 20 hectare (net) Business Park to be provided within the site. This should be located in the north eastern part of the site, and accord with the requirements set out below.

LEM7 BUSINESS PARK REQUIREMENTS

1. A 20 hectare (net) serviced Business Park for office and light industrial (class B1), general industrial (B2), and storage and distribution (B8) uses will be provided on the site in the broad area indicated in Figure 6.1 in the Local Plan (policy MN3).
2. The Business Park should be of a shape and width that provides the greatest flexibility to accommodate a variety of business unit sizes within it. A narrow linear business park located along the eastern boundary of the site will not be approved by the Council, nor will one based on land ownerships.
3. The location, shape and layout of the Business Park should reflect the need to provide an 9m easement either side of the existing high pressure gas main which runs close to the M58 motorway and the adjacent water main.
4. The use of Design Codes will be encouraged to ensure that new development is of a high quality.
5. The Business Park should be served by a dedicated point of access, located at the junction of School Lane / Maghull Lane with Villas Road of School Lane and Park Lane, as set out in LEM3.
6. All roads, paths, highway landscaping and car parking should be laid out in line with the 'Sefton Developers Pack' to an adoptable standard. However, highways and car parks will not

normally be adopted by the Council.

7. The landscaping framework to the Business Park should create an attractive environment and incorporate a high quality landscaped entrance. This should also ensure an appropriate separation of residential and employment activities, and provide a high quality frontage onto the M58 motorway and to School Lane / Maghull Lane.
8. Prior to the completion of the 500th dwelling within the site, the following should be completed:
 - The creation of a dedicated point of access into the Business Park, including any necessary junction improvements
 - Installation of servicing into the Business Park, including an adequate water, electricity, and gas supply, and connection to the waste water network.
 - The creation of a perimeter landscaping framework to the Business Park including a high quality landscaped entrance, which is part of the overall landscape framework for the Business Park.
8. Enabling and gateway development may be required to facilitate the development of the Business Park. Any such development must also:
 - Include access to the Business Park and the internal road layout and other necessary infrastructure,
 - Comply with Part 7 of Local Plan policy MN2, and
 - Compliment and not detract from, duplicate or unduly compete with local service provision required by Part 5(c) of Local Plan policy MN3, and
 - Be subject to sequential retail and town centre tests in line with policy ED2.

3.7.2 The Business Park at Land East of Maghull site is identified in Local Plan policy MN2 as a 'Strategic Employment Location'. Such sites are the largest and most prominent employment sites in the Borough, and vital to attracting new investment and employment into Sefton. The Land East of Maghull Business Park will provide approximately 25% of the Local Plan's employment requirement.

3.7.3 The Business Park should be located entirely to the east of the Distributor Road. Neither any enabling development nor the perimeter landscaping required to create a high quality business park environment to both the M58 and nearby residential areas are included within the 20 hectare requirement.

3.7.4 The Business Park should be located in and generally correspond in shape to the area identified in Figure 6.1 attached to Local Plan policy MN3, which is appended to this SPD. This is to ensure that the Business Park is of a shape and size that allows for the maximum range of uses and unit sizes to be accommodated on the site. This is essential to ensure that the Business Park has the greatest chance of success in attracting a range of businesses to the area. A narrow linear Business Park nor one based on land ownerships will be acceptable as this would be inflexible and would likely preclude larger industrial or distribution units. It would also be undeliverable given the location of the high pressure gas main and water main. Any Business Park alignment must reflect the need to accommodate an easement either side of these.

3.7.5 Local Plan policy MN3 requires that: "The access into the Business Park from School Lane / Maghull Lane must be constructed to an appropriate standard, servicing into the Business Park provided, and the landscaping framework to the Business Park implemented before completion of the 500th dwelling". Section 3 'Highways and Accessibility' (above) provides more detail on how this requirement should be met.

3.7.6 In line with LEM2 'Design', the Business Park must be subject to a landscaping framework which should be designed and managed to provide an attractive, high quality environment for businesses and those working in or visiting the Business Park and surrounding areas including on transport routes. This should consider both hard and soft landscaping, as well as new tree, hedgerow, shrub and other planting. The Business Park should present an attractive frontage to the M58 motorway and be suitably buffered from nearby residential areas.

3.7.7 It is important that any enabling development at the entrance to the Business Park does not undermine the economic viability of the proposed shopping parade or any existing shopping parade nearby. Any enabling development should be located along the School Lane / Maghull Lane frontage of the Business Park. Enabling development should complement and not compete with facilities that should be located in the shopping parade, in accordance with Part 5(c) of Local Plan policy MN3 and LEM3. Uses such as a stand-alone pub or supermarket will not be supported in this location.

3.8 Local Shopping Provision

3.8.1 Part 5c of Local Plan policy MN3 sets out a requirement for 'small-scale retail and commercial development' to be provided. This will provide the convenience shopping and other uses to meet the needs of new residents. This section of the SPD provides further detail on the form this new centre should take.

LEM8 LOCAL SHOPPING PROVISION AND OTHER ANCILLARY DEVELOPMENT

1. A small shopping parade should be created within Land East of Maghull to meet the local convenience shopping and retail needs of new residents. This must be made available for occupancy before completion of the 750th dwelling and comply with the requirements set out below.
2. The parade should be located adjacent to School Lane at its junction with the Local Distributor Road.
3. The parade could be anchored by a small food store. In addition, up to 6 small units could also be provided for a range of Class A1, A2, A3, and A5 uses. In accordance with Local Plan policy MN3 'Land east of Maghull', any retail and commercial development provided in this area should have a combined maximum floorspace of 2,000 sq m (gross).
4. The parade should be serviced from the rear and provide appropriate on-site turning in accordance with the Developers Pack. Servicing arrangements should be segregated from customer parking and not be located adjacent to or where it would impact adversely on any residential properties or other sensitive land uses.
5. Customer parking must be provided in line with the Developers Pack, appropriate to the range of Class A1, A2, A3, and A5 uses. Opportunities should also be taken to share parking with other nearby uses.
6. The South Sefton Clinical Commissioning Group (SSCCG) has identified a requirement for the equivalent of a minimum of 400 square metres of health facility floorspace to meet the health needs of the development. This is unlikely to be on-site and may require a pro-rata financial contribution for off-site facilities. The Council and the developers should liaise with SSCCG to determine the exact cost and how it will be secured.
7. A public house, a small-scale leisure or fitness facility and other ancillary and appropriate

development may be located adjacent to the shopping parade. Other facilities may be allowed in proximity to the Business Park in line with LEM7.8.

8. The shopping parade should be within 100m of a bus stop.
9. The parade and associated public realm should be designed to a high standard. Buildings within the centre should be at least 2 stories in height.
10. Appropriate lighting and CCTV should be provided within the centre to deter crime and provide surveillance.

3.8.2 The local shopping provision should be located adjacent to School Lane on the site's northern boundary, and adjacent to the Distributor Road. This location will provide prominence and also allow the local shopping provision to serve development adjacent such as the 'Poppyfields' site. The southern part of the Land East of Maghull site will also be served by the existing parade of shops at Tree View Court, near to Maghull Station.

3.8.3 The shopping provision should be in the form of a small shopping parade which should primarily serve local needs.

3.8.4 A small food store of up to about 1,500 sq m floor space will be permitted to serve local convenience shopping need and this will act as an anchor for the centre. A number of smaller units could also be provided to cater for a range of uses within the Classes A1 (shops), A2 (financial and professional services), A3 (food and drink) and A5 (hot food takeaways) use classes. A health centre / GP surgery would also be an appropriate use in this parade, and the developer should demonstrate that they have approached the South Sefton Clinical Commissioning Group to establish whether there is a need for a health centre / GP surgery in this location, or whether a financial contribution is required towards an offsite provision.

3.8.5 A public house and other ancillary development such as a fitness centre also may be located adjacent to the shopping parade. This will help to attract people into the area and serve the new housing estates and Business Park that are also proposed on the site. However, any retail or leisure development must compliment that existing and proposed in Maghull Town Centre.

3.8.6 The car park and service areas for the shopping parade should be designed so as to minimise impact on any nearby residential areas. Opportunities should be taken to share customer car parks across a range of uses where this is practicable. Car parks and service areas will not be adopted by the Council.

3.8.7 An accessible bus stop with a layby and shelter is required to be provided within 100m of the parade to provide access by public transport.

3.8.8 The South Sefton Clinical Commissioning Group (SSCCG) has identified a need for additional primary and community care services to be provided in the Maghull area. Existing health facilities will not be able to accommodate the increase in local healthcare need resulting from the increase in local population. Using Department of Health guidelines, a requirement for at least 400m² of additional healthcare premises has been estimated as being needed as a result of the development on this site. It is likely these facilities will be located in Maghull Town Centre and therefore a proportionate financial contribution towards the increased capacity will be required.

3.9 Infrastructure Contributions

3.9.1 Part 3 of Local Plan policy MN3 requires that proposals within the site contribute to four key pieces of infrastructure (the expansion of Summerhill Primary School, the provision of a new 'main park', new slip roads at junction 1 of M58 and a subsidised bus service through the site for a period of 5 years) to support the comprehensive development of the site. This section of the SPD provides further guidance on the phasing and timing of these contributions.

LEM9 INFRASTRUCTURE CONTRIBUTIONS AND PHASING

1. Planning applications within site MN2.47 'Land East of Maghull' must contribute proportionally (on a per dwelling basis or by floorspace in the case of non-residential developments*) to the infrastructure listed in part 3 of Local Plan policy MN3.
2. Financial contributions (per dwelling) towards the expansion of Summerhill Primary School will be paid on the following basis:
 - 50% of the pro rata requirement on commencement of each planning application for residential development (excluding schemes designed specifically for people aged 55 and over) on the site, and
 - The remainder being paid 18 months after commencement of each residential development.
3. Financial contributions towards the new slip roads at Junction 1 of the M58 motorway and the subsidised bus service will be paid, at the latest, on the following basis:

Applications for fewer than 200 dwellings:	practical completion of 50% of the dwellings
Applications for 200+ dwellings:	practical completion of the 100 th dwelling
4. Financial contributions towards the construction costs of the 'Main Park' will be collected from all residential developments on a phased basis to be agreed at the planning application stage. The park should be provided in phases, each relating to the development of the adjacent residential areas.
5. All applications within the site that propose new homes will contribute to both the construction costs, and to the future management and maintenance arrangements of the Main Park, structural landscaping and other public areas in perpetuity. Contributions will also be required from non-residential developments* towards the provision of the structural landscaping and the subsidised bus service.
6. New homes should contribute to this on a per dwelling basis. Provision for the management and on-going maintenance of such areas associated with the Business Park and any other non-residential development on the site will remain the responsibility of the developer, including via a management company or other approved organisation, in perpetuity.
7. Contributions will also be required from residential developments towards the cost of health provision (LEM8.6) and towards improvements to accessing and localised towpath improvements at the Leeds and Liverpool Canal (LEM3.19).

*including the Business Park, retail and commercial development

3.9.2 It is anticipated that a number of planning applications will be submitted to develop this strategic site, reflecting the fact that it is in a number of land ownerships and is likely to be

developed over 15 years. This part of the SPD sets out when infrastructure contributions are required by Local Plan policy MN3 part 3 in relation to individual applications.

3.9.3 The majority of the infrastructure contributions set out above will be charged on a per dwelling basis. For the purpose of this SPD a 'practical completion' means a dwelling is complete for all practical purposes and is available for occupation. Contributions will also be required from non-residential developments, including the Business Park and the local shopping provision for certain elements of infrastructure.

3.9.4 All new dwellings will contribute equally to the infrastructure required. The only exception to this will be the two dedicated older persons' housing schemes, which will be exempted from contributions towards the expansion of Summerhill Primary School only as these developments are unlikely to generate a need for school places. Contributions will also be required from non-residential developments including the Business Park, retail and commercial development towards the provision and future maintenance of the structural landscaping and the subsidy of the bus service through the site.

3.9.5 The timing of contributions to the expansion of Summerhill Primary School, new slip roads at Junction 1 of the M58 motorway, and internal bus route are specified above. Contributions towards the expansion of Summerhill Primary school are required early in the site's development as the school is already at capacity.

3.9.6 The subsidised bus service must be provided in conjunction with Merseytravel Bus Development Team and the principal local Bus Operators. The figure set aside for the provision of this service will be subject to review as the cost of providing a service depends on factors outside the control of Merseytravel such as inflation, staffing and operational costs. The basic level of service required is for one vehicle on a twelve hour, seven day a week basis to allow Merseytravel to provide a conventional supported bus service for a period during which no commercial operator would be prepared to provide a service. The current (2017 prices) requirement is for £750,000 for the five year period. Provision will be subject to a tender process when the service is required, and this could vary the actual cost. In addition, once the start date of the required service is known, there may be the potential to incorporate the provision into an existing commercial or supported service, which may offer potential savings on the projected cost.

3.9.7 At this stage it is not possible to specify the timing of contributions to the Main Park as this will be contingent on the design and phasing of construction of the Park, and will be determined following the approval of the Master Plan for the phased development of the whole site.

3.9.8 All residential applications within the site will contribute proportionally to the construction costs and management and maintenance arrangements for the Main Park.

3.9.9 It should not be assumed that Sefton Council or a Parish or Town Council will adopt, operate, manage or maintain any public areas or areas of structural landscaping etc. The relevant Section 106 agreements will include who should adopt, operate, manage or maintain any flood management on site and the default arrangements should any Management Company fail. The Council will need to be satisfied that suitable long-term arrangements are in place before planning permission is granted.

3.9.10 The contributions set out above are not necessarily comprehensive of all infrastructure contributions that will be required of applications within the site. An illustrative summary is given in the table below.

Figure10: Illustrative summary of infrastructure requirements based on 2017 prices

Item	Total estimated cost (2017)	Potential for variation / comments	Potential charge per dwelling
Subsidised bus service through the site	£750,000	Rise due to inflation and operational reasons. Reduce if incorporated into existing service.	£535.71
New slip roads at Junction 1 of the M58 motorway	£1.1 to £1.3 million	Balance	£928.57
Expansion of Summerhill Primary School	£2.5 million	Based on Education contributions Information Note.	£2,065.13*
Main park	tbd	Dependant on Master Plan proposals.	Not known.

*The school contribution is not required from older persons housing

4.0 Next Steps

4.1 Summary of Master Plan requirements

4.1.1. The SPD will also be used alongside the agreed Master Plan throughout the development period as a point of reference in order to ensure the high quality sustainable urban extension to Maghull is delivered in accordance with these documents.

4.1.2. For the avoidance of doubt as a minimum the Master Plan document should include the following components:

1. **Introduction:** A written introduction explaining the purpose of the Master Plan, how it has been prepared /consulted on and its status and role in decision-making and listing the documents prepared as part of the baseline analysis.
2. **Vision and Development Objectives:** To clearly set out the collective vision for the site and some site specific development and place-making objectives
3. **Baseline Analysis:** For each theme description by text and plan of the sites key constraints and opportunities. To include the following themes:
 - a) **Site and Contextual Analysis.** An analysis of the site and its features, boundaries and evaluation of the relationship of the site to adjacent areas, (in visual, physical and functional terms), local facilities and catchments to key destinations.
 - b) **Landownership** pattern, including a plan of ownerships.
 - c) **Character Analysis/Townscape and Heritage Assessment.** A townscape appraisal is required of the local area to inform the urban design response to the Master Plan. This should include layout, scale and density of neighbouring areas, building types, including local architectural qualities, period and materials, local open space, landscape and public realm character and features and boundary treatments, identification and evaluation of local heritage assets.
 - d) **Visual and Landscape Character Appraisal.** This analysis should clearly map and evaluate the site topography, landscape character, sensitivity, features and value of the site (including key views in, out and within the site). Opportunities to protect and enhance existing landscape features and create new areas of landscape (as part of visual, noise mitigation/attenuation for e.g. the railway line, M58 and interface between the residential areas and local shops, services and the Business Park as a structuring framework for the new development) should be identified as part of an integrated green infrastructure network. A landscape constraints and opportunities plan should be provided as part of this work.
 - e) **Ecological Analysis.** An Extended Phase 1 habitat survey is required to identify and evaluate habitats and protected species and identify opportunities to enhance biodiversity as part of an integrated green infrastructure network. An ecological constraints plan should be provided as part of this work.
 - f) **Habitat Regulations Assessment.** Whilst a Habitat Regulations Assessment (HRA) is not required for the SPD or the Master Plan, sufficient information must be submitted alongside the first planning application for the development of the site to enable the Local Plans to make a HRA.
 - g) **Open Space Assessment.** This should include an evaluation of the location, function and quality of local open spaces and identify opportunities for the site to link into the wider green infrastructure network (including public rights of way). A plan identifying the wider green infrastructure network and opportunities to plug into this network should be provided.

- h) **Desk Top Archaeology Review.** This should highlight any archaeological records within the site and 1 km buffer and an evaluation of planning risk, constraints and mitigation provided.
 - i) **Flood Risk Assessment.** A site specific flood risk assessment is required for the whole site. This must provide detailed hydraulic modelling of the whole site, including an assessment of the effects of climate change as set out in LEM4 Flood Risk and Surface Water Management. The established network of watercourses and other drainage features on site should be used as the basis for the SUDs network.
 - j) **Utilities Assessment.** This should include an assessment of utilities, easements required and upgrades, reinforcements required including a utilities constraints plan
 - k) **Noise and Air Quality.** An assessment of noise and air quality associated with the M58 and railway line should be provided and a comprehensive approach to mitigation (through buffer areas, strategic landscaping etc) provided and integrated into the landscape network for the site.
 - l) **Summary of constraints and opportunities** (with a composite constraints plan, with assumptions on required no build, exclusion, buffer areas and developable areas and opportunities plan).
4. **Consultation Statement:** describing the consultation that the site analysis and following Master Plan components have been subject to with, including Maghull Town Council and Melling Parish Council and key stakeholders such as the Environment Agency.
5. **Master Plan Framework and Land Use Budget:** A description of the Master Plan components and land use budget setting out the site areas and quantum's of development dedicated to the individual land uses. A 1:5000 plan indicating the following:
- a) General location, size, structure and disposition of development blocks (including housing, Business Park and local centre/shopping parade)
 - b) Location of two dedicated older persons housing scheme
 - c) Location, type and configuration of flood attenuation measures and strategic suds, drainage basin system, including any proposed realignment of Whinney Brook or other watercourses
 - d) Location and indicative design of primary and secondary site access junctions and location and alignment of the local distributor road, secondary and tertiary streets (including roads and pedestrian bridges over Whinney Brook)
 - e) Proposed bus route and penetration through the site and indicative bus stops
 - f) Location of new, improved and existing pedestrian and cycleways (both segregated and non-segregated) and connection into the wider network and key destinations
 - g) Location and configuration of green infrastructure network (including the main park either side of Whinney Brook and other proposed areas of green space) and connection into the wider network
6. **Strategic Landscape Framework** providing a description of the landscape components of the Master Plan and a plan identifying:
- a) Trees, hedgerows, woodland and watercourses and other landscape features proposed for retention
 - b) Landscape mitigation required for the noise, air quality and visual impact of the Liverpool-Ormskirk Railway Line and M58
 - c) Incorporation of the easement associated with the high pressure gas main

- d) New structural landscaping and planting areas to structure and define the new development layout and provide an attractive setting (e.g. main streets, gateway and focal point locations)
 - e) Areas of ecological value for retention, enhancement and habitat creation/wildlife corridors to enhance biodiversity.
7. **Urban Design Framework.** This section should provide a set of distinctive and site specific design principles informed by the character and townscape analysis that should be applied to the new development. This should include guidance on layout, density, materials, boundary treatments, architectural principles and landscaping. A plan (accompanied by written guidance) should be provided that identifies
- a) Landmarks and gateways
 - b) Focal points/special places
 - c) Areas of public realm (parking areas)
 - d) Primary street and open space frontages
 - e) Key views and vistas
 - f) Important interfaces/transitional areas (e.g. between the business park and residential areas).
8. **Character Area Guidance.** The Master Plan should be broken down into a number of character/neighbourhood areas where a distinct design response and guiding principles (e.g. on layout housing types, density, landscaping etc) should be provided based on the specific existing and planned characteristics of the relevant part of the site. A plan for each of the character areas should be provided with some precedent images and drawings of the anticipated character and design. These design frameworks will provide the basis for subsequent design codes.
9. **Main Park.** A layout and phasing plan for the main park should be provided in accordance with the requirements of LEM5 Main Park.
10. **Phasing Plan.** A phasing plan with written guidance is required that identifies a) the development trajectory over the plan period, b) phased geographical areas for development (and units numbers) in relation to phased infrastructure provision for the a) M58 slip roads b) distributor road c) site access junctions d) strategic pedestrian and cycle routes e) main park e) flood mitigation and strategic SUDs f) strategic landscaping areas.
11. **Infrastructure Delivery Strategy.** This will comprise a plan and schedule identifying the strategic infrastructure required to support the development, how much this will cost, when it is required and the delivery/funding mechanism. The Council will expect this plan to set out the developer's proposals regarding the funding and delivery of the Master Plan components. It should set out the proposals for securing appropriate financial contributions from all the Land East of Maghull development towards all relevant infrastructure, the point at which facilities and infrastructure will be need to be delivered to support housing and employment development, and how uninterrupted linkages between different phases of development will be secured.
12. **Management and Maintenance.** A strategy setting out the preferred approach for the management and maintenance of the Main Park, public open space, landscaping and sustainable urban drainage systems should be provided.
13. The Master Plan also needs to set out **infrastructure costs and viability.** Viability work must demonstrate that all policy requirements are capable of delivery.

4.2 Planning application requirements

4.2.1 Policy MN3 requires developers of the site to produce a single master plan agreed by the council to be submitted before or with the first planning application for the site. The Council's preferred approach is for the landowners/developers to work together (and with the Council, community and key stakeholder such as the Environment Agency) to prepare the Master Plan which the Council would then agree. If this preferred approach is not followed, the Council will consider providing the Master Plan in order to effectively guide planning applications within the site allocation and co-ordinate comprehensive development. The cost would be recouped the cost from the developers.

4.2.2 Individual developers will scope the detail of their respective Outline Planning Applications with Council officers as formal pre-application advice. The detailed scope of applications would be undertaken against national and local application validation checklists and the specific requirements of the respective sites.

4.2.3 A list of information to be submitted as part of the planning application process is provided in Figure 12 below. This list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may be more appropriately submitted at reserved matters stage.

Figure11: Illustrative summary of planning application material and information

Formal Application Material
<ol style="list-style-type: none"> 1. Planning application form and appropriate fee 2. Description of Development and Schedule of Uses 3. Parameter Plans (subject to EIA) 4. Design Principles (summary of DAS) 5. Proposed Heads of Terms for s106 agreement 6. EIA (and Habitat Regulations Assessment) conclusions and mitigation measures 7. Implementation proposals
Supporting Information
<ol style="list-style-type: none"> 1. Planning Statement 2. Design and Access Statement 3. Illustrative Layout 4. Environmental Statement and non-technical summary 5. Habitat Regulations Assessment 6. Transport Assessment and Travel Plan 7. Affordable Housing Statement 8. Flood Risk Assessment 9. Ecological and Tree Surveys 10. Archaeological Assessment 11. Noise Assessment 12. Air Quality Assessment 13. Minerals Assessment 14. Green Infrastructure Strategy 15. Sustainable Drainage Strategy 16. Land Contamination & Ground Conditions Assessment 17. Construction Management Plan 18. Heritage Strategy and Management Plan 19. Utilities Report 20. Community Facilities Strategy 21. Statement of Community Engagement

- | |
|--|
| <ul style="list-style-type: none">22. Energy, Waste and Water Strategies23. Viability Appraisal and independent review24. Infrastructure Delivery Plan for relevant area |
|--|

4.3 External funding

4.5.1 The Council is actively pursuing opportunities to access public sector funding in order to subsidise and forward fund the delivery of key strategic infrastructure, notably the distributor road. The objective is to accelerate delivery by de-risking private sector investment through reducing the requirement for significant up-front capital expenditure.

5.0 Further information

Sefton Council

Applying for planning permission:

<http://www.sefton.gov.uk/planning-building-control/apply-for-planning-permission/how-to-make-a-planning-application.aspx>

Consultation Guidance Note:

www.sefton.gov.uk/media/205203/PERD_Pre-App-developers-pack-intro.pdf

Design:

<https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan/adopted-supplementary-planning-documentsguidance.aspx>

Developers Pack - Street Design Guide:

<https://www.sefton.gov.uk/media/700872/sefton-developers-pack-street-design-guide.pdf>

Ecological pre-Application advice:

http://www.meas.org.uk/media/6984/I-want-MEAS-Pre-app-Advice_v2.pdf

Open Space and Recreation Study (2015)

[https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan/evidence-and-studies/environmental-\(local-plan\).aspx](https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan/evidence-and-studies/environmental-(local-plan).aspx)

Planning contact:

Local.Plan@sefton.gov.uk

Planning and all pre-Application advice excluding ecology:

<http://www.sefton.gov.uk/planning-building-control/apply-for-planning-permission/pre-application-advice-on-development-proposals.aspx>

Planning Performance Agreement (PPA)

Please email debbie.robinson@sefton.gov.uk or phone 0151 934 4371 if you wish to discuss a PPA.

Sefton Local Plan (2016):

<https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan/local-plan-examination-library.aspx>

Sefton Supplementary Planning Documents and Guidance (Adopted and emerging):

<https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan-and-modifications-and-neighbourhood-planning/adopted-supplementary-planning-documentsguidance.aspx>

<https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan-and-modifications-and-neighbourhood-planning/emerging-supplementary-planning-documents.aspx>

Other guidance

National Planning Policy Framework (2012) and guidance (online):

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Planning Portal: <http://planningguidance.planningportal.gov.uk/blog/guidance/making-an-application/>

https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/12

Priority Habitats and Species information (2011)

http://jncc.defra.gov.uk/PDF/UKBAP_PriorityHabitatDesc-Rev2011.pdf

Local Plan Policy MN3: 'Land east of Maghull'

Extract from 'A Local Plan for Sefton' - adopted 20 April 2017

[N.B. Paragraph numbers and figure numbers are as they appear in the Local Plan]

Land east of Maghull

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

MN3 LAND EAST OF MAGHULL

- 1. Land East of Maghull (shown on the Policies Map) is identified as a Strategic Mixed Use Allocation. The development of this site will create a comprehensive high quality, well-designed sustainable urban extension containing integrated, distinctive, safe and secure residential neighbourhoods, a Business Park and improvements to local infrastructure.**
- 2. Proposals for development within Land East of Maghull will only be granted planning permission where they are consistent with a single detailed master plan for the whole site which is approved by the Council. The master plan should accord with this policy and any associated Supplementary Planning Document and may be submitted prior to or with the first application. Planning permissions will be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, open spaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of all phases of development within the site in accordance with the master plan.**
- 3. Proposals for development within this site must demonstrate a comprehensive approach to infrastructure provision (including provision of an appropriate proportion of financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the site). All residential applications within the site must contribute proportionally (on a per dwelling basis) to the following improvements:**
 - a. the expansion of Summerhill Primary School to become a two form entry school**
 - b. the provision of a main park within the site**
 - c. new slip roads at junction 1 of the M58 motorway**
 - d. subsidy of a bus service through the site for a period of 5 years from the practical completion of the distributor road.**
- 4. No applications for residential or employment development will be permitted until a Supplementary Planning Document relating to this site has been adopted by the Council.**

- 5. The development of the site must provide:**
- a. A minimum of 1,400 dwellings, incorporating a range of housing types and tenures to meet identified housing needs. This will include the provision of affordable / special needs housing (policy HC1), and at least 2 dedicated older persons housing schemes (reserved for residents of 55 and over) each comprising at least 25 dwellings.**
 - b. A 20 hectare (net) serviced Business Park for office and light industrial (class B1), general industrial, (B2), and storage and distribution (B8) uses. The Business Park will be located adjacent to the site's north eastern boundary as set out in the broad location identified in figure 6.1.**
 - c. Small-scale retail and commercial development to ensure the convenience shopping and other needs of new residents are met. This should be no more than 2,000 sq m (gross) in total.**
 - d. A new 'main park' within the site located either side of Whinney Brook. This must incorporate an equipped play area, new habitat creation, and provision for outdoor sports.**
 - e. A landscaping network including tree planting, buffer zones between employment and housing areas and to the M58 motorway and railway, the strategic paths and cycle routes network.**
 - f. A layout that provides:**
 - a bus route across the site from School Lane / Maghull Lane in the north to Poverty Lane in the south;
 - a distributor road(s) that encourages residential traffic from the southern part of the site to access / egress via School Lane / Maghull Lane. The distributor road(s) will run from School Lane / Maghull Lane through the site and will cross Whinney Brook; and
 - appropriate separation of commercial and residential traffic
 - g. Walking and cycling routes within and beyond the site linking new and existing residential areas and Business Park to the railway stations, bus services, local shops, open space, and schools. This will include improving existing rights of way within the site, including upgrading the existing Maghull no. 11 footpath to a pedestrian / cycle way**
 - h. Effective management of flood risk within the site, including use of sustainable drainage systems. The development of the site will result in the reduction of flood risk on site and to the adjacent railway line. No residential development will be located in Flood Zones 2 or 3 following any watercourse realignment, and**
 - i. The long-term management and maintenance of public open space, landscaping, and sustainable urban drainage systems, to be agreed by the Council.**
- 6. The following phasing requirements will be applied to ensure that the required infrastructure is provided alongside new development:**
- a. Maghull North station must be operational before the practical completion of the 500th dwelling**
 - b. The southbound on slip and northbound off slip at Junction 1 of the M58 motorway must be constructed before the practical completion of the 500th dwelling**
 - c. No more than 250 dwellings will be served from Poverty Lane and no more than 250 dwellings will be served from School Lane / Maghull Lane, prior to the completion of the**

internal bus route / distributor road

- d. The access into the Business Park from School Lane / Maghull Lane must be constructed to an appropriate standard, servicing into the business park provided, and the landscaping framework to the business park implemented before the practical completion of the 500th dwelling**
- e. The proposed Business Park must not be occupied until the new slip roads are completed at Junction 1 of the M58**
- f. The local shopping provision must be constructed and made available for occupancy before the practical completion of the 750th dwelling, and**
- g. The main park and outdoor sports provision will be provided in a phased manner.**

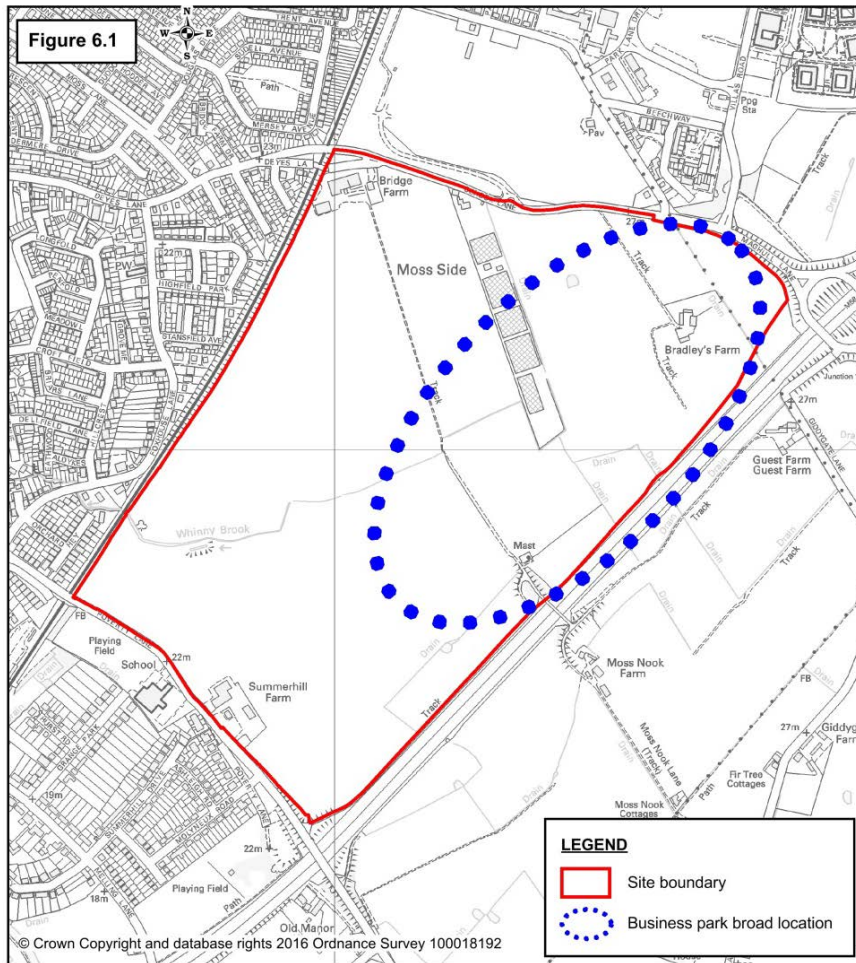
Policy Links

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

Explanation

- 6.41 Land east of Maghull will provide a sustainable urban extension with major local benefits. These will include a contribution to new slip roads at junction 1 of the M58, a new main park (as set out in the Open Space and Recreation Study and other Council documents), sports provision, local shopping provision, and a 20 ha (net) Business Park. The site will also provide contributions to a range of local infrastructure and services. These will not only benefit the future residents of this site, but also people currently living and working in Maghull. These benefits will be secured through this policy, and through a site-specific Supplementary Planning Document that will be prepared alongside the Local Plan.
- 6.42 Developers of this site are expected to work with the Council and the local community in preparing plans for the development of the site. This should be prior to the submission of a planning application.
- 6.43 As part of the Liverpool City Region Local Enterprise Partnership (LEP) 'Growth Deal', £5.5m has been allocated in 2015 / 2016 for the provision of new slip roads at Junction 1 of the M58 motorway. These are required to be in place before the Business Park is occupied. In addition, a further £6.2m has been allocated for the provision of the Maghull North station.
- 6.44 The development of this site must provide a minimum 20 hectares (net) Business Park. The net area calculation includes the new employment units, internal roads and internal landscaping. It excludes the landscaped setting to the business park, any main spine road and access points (e.g. a roundabout facilitating access into the site). The Business Park should be located adjacent to the site's north eastern boundary as set out in Figure 6.1.

Figure 6.1 Indicative location of the Business Park



- 6.45 It is intended that residential areas will be developed as a series of planned neighbourhoods in a phased manner, so as to ensure that the appropriate infrastructure is provided alongside the development at the right time. The intention is to create accessible, safe and secure neighbourhoods incorporating high quality design.
- 6.46 The development will be served by new local shopping provision including community facilities that complements the provision in Maghull Town Centre.
- 6.47 New public open space should be provided taking into account the scale and location of the proposed development and policy EQ9 'Provision of public open space, strategic paths and trees'. The location of public open space (including facilities such as equipped play areas, outdoor sports provision, strategic landscaping, paths and cycle routes) should also take into account flood risk and its management within the site. It may be, for example, that some surface water or flood storage areas may be acceptable as natural public open space and enhanced habitat.
- 6.48 Proposals should take into account flood risk from all sources within the site and surrounding area, including downstream along Whinney Brook.
- 6.49 The policy sets out the requirements for improving accessibility through the site and to link to the nearby existing and proposed train stations. This will include routes for pedestrians and

cyclists linking the residential neighbourhoods together, to the park and local shops, and to the train stations located beyond the site boundary.

- 6.50 A bus route is required through the residential areas to link the north and south of the site, which is capable of enabling the circular bus routes that operate in Maghull to be extended through this site.
- 6.51 The policy also sets out an overview of how the site will be phased, so as to ensure that the Business Park and key infrastructure are provided in a planned manner. As certain residential areas will be developed first, these requirements are linked to the development of specified numbers of houses.
- 6.52 The development will need to make a financial contribution to the enlarging of Summerhill Primary School by an additional form entry. Further guidance is provided in the Infrastructure Delivery Plan.
- 6.53 The Habitats Regulations Assessment (HRA) of the Local Plan requires a site specific HRA for this site, in order to provide appropriate protection to the integrity of the Special Protection Areas/Ramsar sites bird populations. Appropriate species surveys will be required to determine the presence/ likely absence of target species where identified. Sufficient information must be provided with the planning application to enable the Council to make a Habitats Regulations Assessment.