

**PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?**

## 8 INTRODUCTION (TO PART 2)

### 8.1 Background

The 'story' of plan-making / SA is told within this Part of the SA Report. Specifically, this Part of the SA Report describes the following:

- how the draft Plan vision and objectives were appraised against the SA Objectives to test their 'compatibility';
- how, prior to preparing the Pre-Submission Version of the plan, there was an appraisal of [and consultation on] alternative approaches to addressing a range of plan issues; and precisely how the Council took account of these 'interim' SA findings; *and*
- how draft Plan policies were appraised before the Plan was finalised and how the SA findings were taken into account.

### 8.2 Identifying and appraising alternatives

The Regulations<sup>14</sup> are not prescriptive with regards to alternatives, stating only that the SA Report should present an appraisal of the '*plan and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme*'.

In practice, local authorities in England tend to consider reasonable alternatives for a reasonable range of the issues addressed through plan-making.

The following chapters describe how, as an interim plan-making / SA step, reasonable alternatives were considered for the following plan issues:

- The spatial strategy
- Site options
- Thematic policies

### 8.3 Structure of the alternatives assessment

Each plan issue is assigned its own chapter; which answers the following questions:

- Why have alternatives been considered for this issue?

Where appropriate, there is also a discussion of related issues for which alternatives have *not* been considered.

- What are the reasonable alternatives?

Where appropriate, there is also a discussion of other alternatives that have *not* been considered

- Why has the preferred approach been selected?

An explanation is given as to how the selection of a preferred approach reflects the findings of SA. **Purple text highlights the Councils reasoning.** To further illuminate this explanation **Appendices II – XIII** of this SA Report present appraisal findings for each policy issue / set of alternatives.

<sup>14</sup> Environmental Assessment of Plans and Programmes Regulations 2004

## 9 APPRAISING THE VISION AND OBJECTIVES

### 9.1 Background

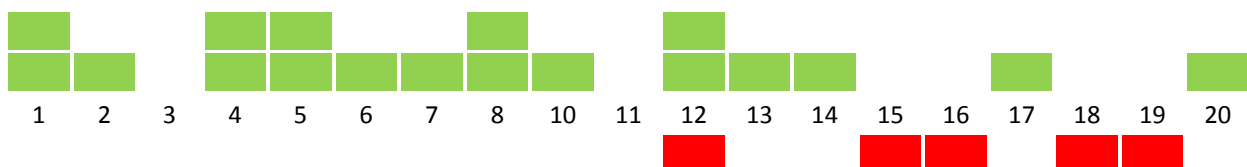
As a stage of plan making, the emerging vision and strategic objectives for Sefton's Local Plan were 'tested' against the sustainability objectives. This process was undertaken to help ensure that the Vision and Strategic Objectives of the Local Plan were consistent with the principles of sustainable development. It also enabled conflicts and tensions between the objectives to be identified and recommendations made for their amendment.

The findings of this stage of SA were presented in an interim SA Report that accompanied the Preferred Options Consultation in 2013.

#### 9.1.1 *Appraising the draft vision*

As the vision is, by definition, an aspirational statement, it is unsurprising that it generally scores well in sustainability terms. Figure 9 below shows that across many of the Sustainability Objectives the vision can be awarded positive scores [single green bar], some of them wholly positive [double green bar].

**Figure 9.1** - Testing the Local Plan Vision against the SA Objectives (numbers relate to SA objective as identified in table 7.1)



It was concluded that the part of the Vision that may potentially cause conflict in sustainability terms are the sections that address growth [red bar]. These potentially could be in conflict with a number of environmental focused SA Objectives. However, the vision does try to balance the need for growth with that of protecting the best elements of Sefton's environment. This explains why, in the chart above, that a number of SA Objectives achieve both a positive and negative score.

This exercise highlighted an inherent issue in producing a Local Plan and balancing the needs of providing homes and jobs with those of protecting the environment.

#### 9.1.2 *Appraising the draft Strategic Objectives*

14 draft Strategic Objectives were developed setting out how the Council intended to achieve the vision. These cover a range of issues and provide the framework for preparing the Local Plan policies.

Figure 9.2 below sets out the 14 draft Local Plan Objectives (along the top of the chart) and tests them against the 20 SA Objectives (along the side).

The draft Local Plan Objectives are listed below:

1. To support urban regeneration and priorities for investment in Sefton
2. To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.

3. To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.
4. To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint.
5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.
6. To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.
7. To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.
8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.
9. To make sure that new developments include the essential infrastructure, services and facilities that they require.
10. Improve access to services, facilities and jobs without having to depend on the car.
11. To support Sefton's town and local centres so they are able to adapt to local and wider needs for shopping, leisure, culture and other services, which contribute to making centres more viable.
12. To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.
13. To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.
14. To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.

Figure 9-2: Testing the draft Local Plan Objectives against the SA Objectives

		Draft Local Plan Strategic Objectives													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Sustainability Objectives	1	Green	Yellow	Green	Yellow	Green	White	Green	White	Green	Green	Green	Green	Green	Green
	2	Green	Yellow	Green	White	Green	White	Green	Green	Green	Green	Green	Green	Green	Green
	3	White	Green	Green	Green	Green	Green	Green	White	Green	Green	White	Green	White	White
	4	Green	Green	Green	Green	Green	White	Green	White	Green	Green	Green	Green	Green	White
	5	Green	Green	Green	Yellow	Green	White	Green	Green	Green	Green	Green	Green	Green	Green
	6	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
	7	Green	White	Green	White	Green	Green	Green	Green	White	Green	Green	Green	Yellow	White
	8	Green	White	Green	Yellow	Green	White	Green	Green	White	White	Green	Green	White	White
	9	Green	Green	Green	Green	Green	Green	White	Green	Green	Green	Green	Green	White	White
	10	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	White	Green	Yellow	White
	11	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	White
	12	Green	Green	Green	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Yellow	Yellow	White
	13	White	Green	Green	Green	Yellow	Green	Yellow	Green	Green	White	White	Yellow	White	White
	14	White	Green	Green	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Yellow	Yellow	White
	15	White	Green	Green	Green	Yellow	Green	Yellow	White	White	Green	Green	Yellow	Yellow	White
	16	Green	Green	White	Green	Yellow	Green	Yellow	Green	White	Green	Green	Yellow	Yellow	White
	17	Green	Green	Green	Green	Green	Green	Green	White	White	White	Green	Green	Green	White
	18	Green	Green	Green	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Yellow	Yellow	White
	19	Green	Green	Green	Green	Yellow	Green	Yellow	White	Green	Green	Green	Yellow	White	White
	20	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	White	Yellow	White

As with the Vision there are a number of areas that may be considered in potential conflict. This is inevitable for a plan that has such a wide remit. The areas that could be considered conflicting are generally those that promote development and growth (both in terms of jobs and homes) with those that seek to protect the environment and reduce climate change.

Economic growth and an increase in population will use more energy, generate more car journeys, require resources for new buildings and infrastructure and emit more carbon. The land required for this growth could also put pressure on land that has current value for recreation, flood alleviation, nature and agriculture.

The Local Plan objective that seeks to maximise the value of the Port has a number of potential areas of conflict, primarily due to the expected increase in traffic and industrial processes that currently occur at the port. This has had a negative impact in recent years on the local population (i.e. the Bootle and Seaforth areas) and the viewpoint will be that these problems could be exacerbated.

9.1.3 *Conclusions*

As would be anticipated, a plan that covers such a diverse range of topics will inevitably have areas that would be considered in conflict. Economic growth and providing the homes and jobs that people need is unlikely to be provided without some impact on the environment<sup>15</sup>. It is this tension that is fundamental to the Local Plan and Sustainability Appraisal processes. Through this process mitigation measures will be sought to help make sure the growth that we need can be met not only with limited impact on our environment but also to secure environmental benefits.

<sup>15</sup> It should also be noted that a degree of housing and employment development would occur anyway without a Local Plan in place.

## 10 REASONABLE ALTERNATIVES TO THE SPATIAL STRATEGY

### 10.1 Why have alternatives been considered for this issue?

The choice of a broad approach to housing and employment growth and distribution is one of the most important decisions made through the Local Plan. Hence, it is important that the Council's preferred approach is justified by a robust evidence-base. In light of this, it was considered important to subject alternative approaches of delivery to Sustainability Appraisal.

### 10.2 What are the reasonable alternatives?

In 2011 three options were considered and consulted on for the Sefton Local Plan [then known as the Core Strategy], based upon the level of development [housing and employment] proposed. Since then further work was undertaken by consultants Nathaniel Lichfield and Partners to look at the housing requirement for Sefton. The three options that were developed at that time were as follows:

- **Option One** – Urban Containment. A minimum of 270 new homes per year all provided on sites in the urban area. Employment growth would be limited to existing employment sites in the urban area.
- **Option Two** – Meeting Needs. A minimum of 510 new homes per year based on the identified needs of Sefton's residents and new employment sites in north and south of the Borough. This would require land from the Green Belt to be released for new homes and employment.
- **Option Three** – Optimistic Growth. A minimum of 700 new homes per year to meet the needs of Sefton's residents and additional to provide more growth and new employment land in the north and south of the Borough. This would require land from the Green Belt

An assessment of these three options was undertaken as part of the SA process and the findings were presented in an interim SA Report in July 2013.

The Council's preferred option was Option 2 'Meeting Needs'; meaning that the Local Plan would plan for 510 homes per year and for three new employment areas. This would require land in the Green Belt being released for development in the plan period.

The SA findings supported the preferred approach, highlighting that;

- There would be a positive effect on housing by planning to deliver market and affordable housing needs.
- New locations for development would help to reduce unemployment in areas of need.
- Planning for housing need would help to halt the continued decline of Sefton's population and help to support the viability of local services and facilities.
- The critical mass of development would help to support improvements in infrastructure and regeneration schemes.
- Although there would be some adverse effects on landscape, ecology and agricultural land, the effects would be more manageable compared to option 3 (which released more Green Belt land)
- Areas at highest risk of flooding could be avoided.

These three options were also explored in further detail as part of a ‘Consequences Study’<sup>16</sup> which looked at the economic, environmental and social consequences of each option; and therefore overlapped with the remit of the Sustainability Appraisal.

Similar to the SA findings, the consequences study suggested that option 2 would be the most sustainable approach, as it would help to provide housing need and economic growth without having significant adverse effects on the environment and social infrastructure.

#### 10.2.1 *Updates to the housing evidence base*

As the Local Plan progressed, more studies were carried out in a range of areas, including a review of the housing requirement, and an updated Strategic Housing Market Assessment.

Independent consultants, Nathaniel Lichfield and Partners, carried out an updated assessment of the housing requirement for Sefton in 2014 and this updated work now underpins the Plan.

A range of scenarios were tested as part of the housing requirement modelling, which identified an objectively assessed housing need range of 600-800 dwellings per year. At the higher end of this range, the scenarios were employment led, assuming a high level of net in-migration and therefore Sefton would also be meeting housing needs from outside the Housing Market Area.

The Council consider that a housing requirement figure embracing full economic growth option is not right for Sefton for the following reasons:

- Sefton’s role in the Liverpool City Region;
- its key and longstanding residential/commuter function;
- the fact that more people travel out of the Borough to work than travel in; and
- the Borough’s significant environmental assets, that the Local Plan objectives seek to protect and enhance.

The Council’s preferred approach is to meet local needs by planning for 11,070 (*615 dwellings per year*). This figure is at the lower end of the range that was identified in the update to the SHMAA (2014), which is not a major departure from the overall housing requirement at Preferred Options stage, which was for 10,700 dwellings for the period of the Plan.

To ensure that the preferred approach still remains the most appropriate (with regards to sustainability) in light of the updated evidence, the Council reassessed the effects of a number of different growth scenarios (*detailed in table 10.1 below*). These scenarios took account of different levels of growth as well as exploring how housing and employment could be distributed spatially.

Table 10.1 describes 8 distinct approaches that have been identified, as ‘reasonable alternatives’ for the purposes of the SA. The assumptions and rationale behind each of these alternatives is provided.

The distribution of homes and employment land is influenced and constrained by the amount of available land. Therefore, whilst it may have been possible to focus development in one area but not others at lower levels of growth; at higher levels of growth the choice of where to focus development becomes more limited.

Common to each approach is the assumption that all suitable and available land in the urban area (as identified in the SHLAA 2014) will be developed, and therefore provides the ‘starting point’ for each option.

Appendix IV illustrates each alternative spatially, providing further detail on the assumptions behind each approach.

<sup>16</sup> Consequences Study of Sefton’s Local Plan Options (February, 2013) [available online] at: <http://www.sefton.gov.uk/planning-building-control/planning-policy/evidence-and-studies/consequences-study.aspx>

**Table 10-1:** Alternative scenarios for housing and employment growth and distribution.

	Option	Why was this alternative considered?
1	<b>Urban Containment</b> <ul style="list-style-type: none"> <li>6,309 dwellings</li> <li>58.4 hectares of employment land</li> <li>Development would be refined to the existing settlement boundaries.</li> </ul>	This alternative illustrates the effects of an approach that seeks to protect Green Belt land from development. Despite the fact that this would not meet objectively assessed housing needs ( <i>and could therefore be considered unreasonable</i> ), consultation responses highlight that there would be strong community support for this approach.
2a	<b>Household projections dispersed across Sefton</b> <ul style="list-style-type: none"> <li>9,171 dwellings – 420dpa</li> <li>76 hectares of employment land</li> </ul>	These options use the CLG household projections as the basis for objectively assessed needs. Whilst these options do not strictly meet the full objectively assessed needs they do provide a good comparator for appraisal purposes. These options are also likely to have an amount of support with residents who can clearly see a link with official data and what Sefton should plan for. The options for dispersal are considered the options for meeting needs in different locations based on knowledge of available land, constraints and developer intentions. These options use the employment land requirement as advocated by the Employment Land and Premises Study.
2b	<b>Household projections with a South Sefton focus</b> <ul style="list-style-type: none"> <li>9,171 dwellings – 420dpa</li> <li>76 hectares of employment land</li> </ul>	
2c	<b>Household projections with a North Sefton focus</b> <ul style="list-style-type: none"> <li>9,171 dwellings – 420dpa</li> <li>76 hectares of employment land</li> </ul>	
3a	<b>Objectively Assessed Need dispersed across Sefton</b> <ul style="list-style-type: none"> <li>11,624 dwellings – 615dpa</li> <li>76 hectares of employment land</li> </ul>	These options use the housing figure recommended by consultants NLP in their assessment of housing need. Their assessments takes account of the latest published demographic data, including the 2011 Census and the 2012 based population projections, and has sought to anticipate some key aspects of the anticipated household projections. The options for dispersal are considered the options for meeting needs in different locations based on knowledge of available land, constraints and developer intentions. These options use the employment land requirement as advocated by the Employment Land and Premises Study.
3b	<b>Objectively Assessed Need focus in South Sefton</b> <ul style="list-style-type: none"> <li>11,624 dwellings – 615dpa</li> <li>76 hectares of employment land</li> </ul>	
4	<b>Objectively Assessed Needs higher forecast</b> <ul style="list-style-type: none"> <li>15,120 dwellings – 800dpa</li> <li>76 hectares of employment land</li> <li>Not possible to focus growth in any one area as a higher number sites would be required. (i.e. would require comprehensive development throughout Sefton).</li> </ul>	This option is based on the higher level of household growth from a range suggested by consultants NLP in their assessment of housing requirement for Sefton. This higher level is linked to an economic growth scenario. The level of homes required would restrict the options for geographic dispersal to across Sefton only. Based on knowledge of available land, constraints and developer intentions it is not possible to meet a majority of the need in one settlement/broad location. This option uses the employment land requirement as advocated by the Employment Land and Premises Study.



5	<p><b>Growth based upon Experian job forecast</b></p> <ul style="list-style-type: none"> <li>• Higher end of the OAHN.</li> <li>• 21,206 dwellings – 1,122dpa</li> <li>• 6086 dwellings would need to be met outside of Sefton.</li> <li>• 76 hectares of employment land + 25hectares outside of Sefton.</li> <li>• Not possible to focus growth in any one area as a higher number sites would be required.</li> </ul>	<p>This housing option is predicated on matching homes to Experian Job Growth forecasts. This results in much higher housing requirement than other options. As with the previous option it would not be possible to meet this need in one settlement/broad location. This option uses the employment land requirement as advocated by the Employment Land and Premises Study with an additional 25 hectares to support the additional job growth.</p>
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### 10.2.2 *Additional Site for Port Logistics*

Peel Holdings have proposed a large site [48ha, for approx 1 million sq ft net floor space] between Maghull and Aintree/Melling for logistics operations to support growth arising from investment in the port of Liverpool and wider super port initiative. This land is not proposed for employment uses as considered in the Employment Land and Premises and as such the site is not proposed to meet any of this need.

It possible to include the proposal for a Port Logistics site as a separate element of each the options above [except for option one which seeks urban containment, i.e. no Green Belt loss]. Therefore, this has been tested as a 'policy off' and 'policy on' for options 2 to 5 above. The findings of this assessment are presented within **Appendix II**.

### 10.2.3 *Have any alternatives been considered that were deemed 'unreasonable'?*

The Council considers that the geography of Sefton, including the number of environmental constraints and designations, make it unreasonable for the consideration of a new stand-alone settlement in Sefton [i.e. in the Green Belt].

## 10.3 **Why has the preferred approach been selected?**

### 10.3.1 *The preferred approach*

The Council's preferred approach to housing growth and distribution is presented within policies MN1 – MN7 in the Local Plan, and is broadly reflective of alternative 3a.

Policy MN1 sets out the housing target for the period 2012 – 2030 of the development of a minimum of 11,070 new homes in Sefton.

The housing requirement will met at the following average annual rates to account for the recovering housing market:

- 2012-2017: 500 dwellings per annum
- 2017-2030: 660 dwellings per annum

Policy MN1 also established the provision of a total of 84.5 ha of employment land within the plan period.

Policy MN2 lists strategic sites for housing, employment and mixed use development that are considered to be important to meeting these housing and employment targets.

### 10.3.2 *The Councils reasoning*

The Preferred Option was supported for a number of key reasons:

- it meets the Government's requirement to meeting needs, providing choice of homes and other economic development
- it will provide more opportunities for families and young people to meet their housing needs and access jobs
- it will enable significantly more affordable homes to be provided than at present (this was assumed by NLP based on the 2008 SHMA as a minimum of 1,230 dwellings over a 5 year period i.e. equivalent to 246 dwellings a year)
- at a time of severe cutbacks in public sector funding, the allocation of land for new homes may help to keep some existing local services viable because more people will live in a particular area
- it will also bring significant investment in new infrastructure which will be paid for through the development process
- this Option has the unanimous support of our adjoining local authorities. We have a legal 'duty to co-operate' on strategic planning matters so it is important that we work closely with and take note of the views of our neighbouring authorities
- this Option best matches past rates of development in the Borough - we have built an average of 470 dwellings in Sefton for the past 30 years
- It will identify the most sustainable green belt sites for development with fewest constraints – having regard to local constraints such as flood risk and ecological designations
- It will ensure that best use is made of Sefton's assets – including for land in the urban area and the Green Belt
- It will enable, as far as possible, a spread of development across the Borough – meeting needs, in the main, where they arise
- It will deliver a new urban extension, providing significant investment in local infrastructure, meeting needs in a sustainable mixed use development
- It will provide significant new local employment opportunities to help support the economy
- It will protect the heritage and environments of Sefton with detailed polices requiring high design standards in new development
- It is considered to be a deliverable option.

### 10.3.3 *Summary of the SA findings*

The preferred approach is reflective of the SA findings in that the preferred scale and distribution of growth is identified in the SA as being the 'most sustainable' strategy compared to the alternatives.

When comparing the two alternative approaches to distributing the preferred scale of growth (*i.e. alternatives 3a and 3b*) there are only slight differences in how they perform against the SA framework.

However, the SA suggests that (on balance) alternative 3a is the most sustainable approach as it would have a lesser effect on landscape character. This approach would also better help to meet affordable housing needs in areas where the issues are greater (such as Southport) and would avoid placing significant pressure on transport infrastructure in the South of the Borough, which is already constrained.

Whilst the inclusion of the proposed site for port logistics could have a significant positive effect on the local economy and regeneration objectives, there are significant environmental constraints that would be difficult to mitigate. Development would also exacerbate accessibility issues, and would be likely to promote significant in-commuting.

## 11 STRATEGIC SITE OPTIONS

### 11.1 Why have alternatives been considered for this issue?

In considering all land available in the urban area, there is a shortfall in meeting the identified housing needs for Sefton. Consequently, the preferred spatial strategy requires the development of (Green Belt) land / sites outside the urban areas for housing and employment.

However, there are a number of strategic sites that could be identified in the Local Plan to support the spatial strategy. It is therefore important to ensure that the selection of sites / locations for development is informed by the consideration of sustainability factors.

In addition to the appraisal of strategic sites the Council has undertaken an appraisal of all the potential sites in the urban area. These sites are assessed within the Strategic Housing Land Availability Assessment [SHLAA]. This is an assessment, updated annually, that considers the capacity for additional homes in the urban area. This assessment considers accessibility to a range of social infrastructure, flood risk issues, other constraints, suitability for development and achievability. These assessments are made available online and the findings of these help determine the amount of housing we can accommodate in the Sefton urban area, and therefore the shortfall that is require elsewhere. The assessments that make up the SHLAA can be viewed at <http://www.sefton.gov.uk/planning-building-control/planning-policy/evidence-and-studies/housing.aspx>

### 11.2 What are the reasonable alternatives?

Given the need to release Green Belt land for development (*in addition to sites within the urban area*), one of the starting points for identifying reasonable site options was to undertake a Green Belt Study.

A study was published in May 2011 which considered the whole of the Green Belt area as potentially being available for future development. However, the study concluded that significant areas should remain within the Green Belt for a number of critical reasons, namely that:

- The importance of the site in meeting the five purposes of the Green Belt.
- Whether the site contained critical constraints such as land with a high risk of flooding (flood zone 3) or designated nature conservation areas.

Following this initial sieving of unsuitable sites, the Green Belt study identified 46 Green Belt sites considered to have some potential for development. These sites were consulted on during May to August 2011.

These sites were first appraised through the SA process in 2013, and the findings of the site assessments at that time were presented in an Interim SA Report (July 2013).

Following consultation on the Preferred Options, the Council decided to reassess site options for housing and/or employment (*some of which were not within the Green Belt*) for a number of reasons; namely.

- To include additional sites that were put forward during consultation by landowners/developers/agents.
- To undertake a more robust, objective appraisal of the sites using an updated SA site appraisal framework.
- To account for updated information (*e.g. relating to Environment Agency flood zones and other evidence commissioned by the Council on behalf of site promoters*) and additional information received at 'Preferred Option' stage of Local Plan preparation and subsequently, and best practice from elsewhere.

The Council subsequently developed a detailed Site Selection Methodology that incorporated the requirements of sustainability appraisal. This methodology built upon the approach taken at preferred options stage.

**Appendix iii** demonstrates how the SA Framework was used as a basis for determining appropriate site level criteria for assessing the sustainability constraints and benefits of each site option.

The detailed methodology can be found in the Local Plan Site Selection Methodology Report (see [www.sefton.gov.uk/siteselection](http://www.sefton.gov.uk/siteselection))

For the purposes of transparency the site assessment includes all the sites that were proposed at the options stage, preferred options stage and 'additional sites' proposed by developers. This assessment considers sites for housing, traveller pitches and employment land..

This approach has identified a long list of 102 reasonable alternatives / site options for SA purposes. These site options are listed below, identifying which have been allocated within the Local Plan (or not) and the reasons for these decisions.

#### *Development Site Options*

Table 11.1 below lists the list of sites that have been considered as potential options for development. Those shaded green are allocated housing sites, pink are allocated employment sites, yellow are allocated gypsies and traveller sites and blue are safeguarded sites, with the corresponding Local Plan policy reference number provided. Please note site MN2.26 is allocated for both housing and employment.

*Table 11-1: Site options considered in the SA*

Site ID	Policy ref	Site Address	Settlement Area
AS01	MN2.2	Land at Bankfield Lane, Churchtown (extension to proposed Local Plan allocation SR4.2)	Southport
AS02	MN2.7	Land West of Lynton Road, Birkdale	Southport
AS03		Wood Hey, Southport Old Road, Formby	Formby
AS04		Formby House Farm, Southport Old Road, Formby	Formby
AS05	MN2.13	West Lane, Formby	Formby
AS06	MN2.12	Land north of Brackenway (extension to proposed Local Plan allocation SR4.11)	Formby
AS08	MN2.49	Land South of Altcar Road, Formby	Formby
AS10		Land at Edge Lane, Thornton	Crosby & Hightown
AS12		Land west of Maghull, between Bells Lane and South Meade	Sefton East Parishes
AS13		Cheshire Lines Health Club, Sefton Lane, Maghull	Sefton East Parishes
AS14		Land east of Northway (the A59), and north of Kenyons Lane, Lydiate	Sefton East Parishes
AS15		Land south of the Crescent Maghull	Sefton East Parishes
AS16		Land adjacent to Maghull Station, Melling Lane, Maghull	Sefton East Parishes

Site ID	Policy ref	Site Address	Settlement Area
AS17		Land at Switch Island north of M57 between Aintree, Maghull and Melling (Port Logistics)	Sefton East Parishes
AS18		Land north of Oriel Drive, Aintree	Sefton East Parishes
AS19		Land west of Spencer's Lane, Aintree	Sefton East Parishes
AS20	MN2.32	Land South of Spencers Lane, Melling	Sefton East Parishes
AS21		Land east of Spencer's Lane, Aintree	Sefton East Parishes
AS22		Mill Farm, east of Bulls Bridge Lane and north of Taunton Drive, Aintree	Sefton East Parishes
AS23		Land East of Aintree Racecourse, Wango Lane, Aintree	Sefton East Parishes
AS24	MN8.2	Land adjacent to Ashworth Hospital, between School Lane, M58, and Old Prescott Close, Maghull	Sefton East Parishes
AS25		Land at The Stables, Chapel Lane, Netherton	Netherton
AS27	MN2.25	Land at Lydiate Lane, Thornton, (extension to proposed Local Plan allocation SR4.23)	Crosby & Hightown
AS28	MN2.3	Phillip's Site, Balmoral Drive	Southport
AS29	MN2.43	Former Peoples Garage site, Hawthorne Road / Linacre Lane	Bootle
S008	MN2.5	Kew Park and Ride, Southport	Southport
S009		Waste Transfer Station and adjacent land, Foul Lane, Southport	Southport
S044		Land north of Formby Ind Estate and south of Moss Side	Formby
S056		Alt Road, Hightown	Crosby & Hightown
S058		Land to the North East of Hightown	Crosby & Hightown
S068		Land South East of Hightown	Crosby & Hightown
S077, S078		Land at Virgins Lane, Crosby	Crosby & Hightown
S112e	MN2.27	Land at Turnbridge Road, Maghull	Sefton East Parishes
S125		Small Holdings Estate, Millbank Lane, Maghull	Sefton East Parishes
S152		Land North of Spencers Lane, Melling	Sefton East Parishes
S158		Land at Bank Lane, Kirkby	Sefton East Parishes
SR4.01	MN2.1	Bartons Close, Southport	Southport
SR4.02	MN2.2	Land at Bankfield Lane, Churchtown	Southport
SR4.03	MN2.4	Land at Moss Lane, Churchtown	Southport
SR4.04	MN2.5	Land at Crowland Street	Southport

Site ID	Policy ref	Site Address	Settlement Area
SR4.05	MN2.6	Land adjacent to Dobbie's Garden Centre, Bentham's Way, Southport	Southport
SR4.06	MN2.8	Former Ainsdale Hope School, Ainsdale	Southport
SR4.07	MN2.9	St John Stone RC Primary	Southport
SR4.08	MN2.10	Meadows ATC, Sandbrook Lane, Ainsdale	Southport
SR4.09		Land south of the Coastal Road, Ainsdale	Southport
SR4.10	MN2.11	Land south of Moor Lane, Ainsdale	Southport
SR4.11	MN2.12	Land north of Brackenway, Formby	Formby
SR4.12	MN2.14	Holy Trinity CE School	Formby
SR4.13	MN2.15	Former Professional Development Centre, Park Road, Formby	Formby
SR4.14	MN2.16	Land at Liverpool Road, Formby	Formby
SR4.15	MN2.17	Land at Altcar Lane, Formby	Formby
SR4.16	MN2.19	Land at Andrew's Lane, Formby	Formby
SR4.17	MN2.20	Land at Elmcroft Lane, Hightown	Crosby & Hightown
SR4.18	MN2.21	Land at Sandy Lane, Hightown	Crosby & Hightown
SR4.19	MN2.22	Land at Hall Road West, Crosby	Crosby & Hightown
SR4.20	MN2.23	Land at Southport Old Road, Thornton	Crosby & Hightown
SR4.21	MN2.24	Land West of Holgate	Crosby & Hightown
SR4.22	MN2.24	Land East of Holgate	Crosby & Hightown
SR4.23	MN2.25	Land at Lydiate Lane, Thornton	Crosby & Hightown
SR4.24		Tanhouse Farm, Runnell's Lane, Thornton	Crosby & Hightown
SR4.25	MN2.26	Land south of Runnell's Lane, Thornton	Crosby & Hightown
SR4.26	MN2.29	Former Prison Site, Park Lane, Maghull	Sefton East Parishes
SR4.27	MN2.46	Land East of Maghull	Sefton East Parishes
SR4.28	MN2.30	Land east of Waddicar Lane, Melling	Sefton East Parishes
SR4.29	MN2.31	Wadacre Farm, Melling	Sefton East Parishes
SR4.30	MN2.33	Land at Wango Lane, Aintree	Sefton East Parishes
SR4.31	MN2.34	Aintree Curve Site, Ridgewood Way, Netherton	Netherton
SR4.32	MN2.35	Z Block Sites, Buckley Hill Lane, Netherton	Netherton
SR4.33	MN2.36	Former St Raymonds school, Netherton	Netherton
SR4.34	MN2.37	Land at Pendle Drive, Netherton	Netherton
SR4.35	MN2.38	Former Bootle High School, Netherton	Netherton
SR4.36	MN2.39	Former Daleacre School, Netherton	Netherton
SR4.37		Land at Sterrix Lane, Netherton	Netherton

Site ID	Policy ref	Site Address	Settlement Area
SR4.38		Our Lady Queen of Peace School	Netherton
SR4.39	MN2.40	Former Rawson Road Primary School, Seaforth	Bootle
SR4.40	MN2.41	Former St Wilfrid's School, Bootle	Bootle
SR4.41	MN2.42	Klondyke Phases 2 and 3	Bootle
SR4.42	MN2.44	Former St Joan of Arc School, Rimrose Road, Bootle	Bootle
SR4.43	MN2.45	Former St Mary's School, Bank Road	Bootle
SR4.44		Land at Woodvale Sidings, Moor Lane, Ainsdale	Southport
SR4.45		Land at Range Farm, Formby	Formby
SR4.46	MN2.18	Powerhouse site, Phase 2, Formby	Formby
SR4.47	MN8.1	Land north of Lambshear Lane, Lydiate	Sefton East Parishes
SR4.48	MN2.28	Land north of Kenyon's Lane, Lydiate	Sefton East Parishes
SR4.49		Land south of Melling Lane, Maghull	Sefton East Parishes
SR5.2A	MN2.50	Southport Business Park and its Extension	Southport
SR5.2B	MN2.47	Three sites along the Dunnings Bridge Road Corridor, Netherton (Senate Business Park, Atlantic Business Park, and the Former Peerless Refinery Site)	Netherton
SR5.2D	MN2.48	Land to the North of Formby Industrial Estate	Formby
SR5A.1	MN2.51	Switch Car Site, Wakefield Road, Netherton	Netherton
SR5A.6	MN2.54	Linacre Bridge, Linacre Lane, Bootle	Bootle
SR5A.7	MN2.53	Former Lanstar Site, Hawthorne Road, Bootle	Bootle
SR5A.8	MN2.52	Land at Farriers Way, Netherton	Netherton
TS1		Land at the corner of Linacre Lane/Hawthorne Rd, Bootle	Bootle
TS2	HC5.4	Land at New Causeway, Formby	Formby
TS21		Land at Tattersall Road	Bootle
TS3	HC5.3	Land at Plex Moss Lane, Ainsdale	Formby
TS35	HC5.2	Land at Broad Lane, south of Red Rose Traveller Park	Formby
TS38		Pinfold Cottage Field, Northern Perimeter Rd, Netherton	Netherton
TS39		Ainsdale Promenade	Southport
TS4	HC5.1	Land at Broad Lane, Formby	Formby
TS40		Meadow Lane Green, Ainsdale	Southport
TS45		Mariners Road (grassed area) Blundellsands	Crosby & Hightown



A proforma has been produced for every one of these site options considered through the SA process. Detailed reasons have been provided for each proforma as to why the site has been recommended for allocation or not.

The detailed site appraisal findings can be found in the Local Plan Sustainability Appraisal and Site Selection Methodology Report (see [www.sefton.gov.uk/siteselection](http://www.sefton.gov.uk/siteselection)).

## 12 WHY HAVE ALTERNATIVES NOT BEEN EXPLICITLY CONSIDERED FOR OTHER THEMATIC ISSUES?

Thematic planning policies (for example, to consider issues such as 'design' and 'environmental protection') can be prepared on the basis of a robust evidence base without the need to rigorously assess a series of options as part of the SA at each stage of policy development.

A range of options are often presented at an early stage to invite input from stakeholders on what approaches they would prefer. This is a useful exercise, but it is not always productive or necessary to undertake detailed sustainability appraisal on such 'options'. Rather, the sustainability appraisal framework can be used to help guide policies as they develop, so that the principles of sustainability are 'frontloaded'. Sustainability Appraisal can then be used more purposefully to inform policy approaches at a later stage of plan development when there is more policy detail (i.e. the 'preferred options').

## 13 APPRAISAL OF DRAFT PLAN POLICIES

A set of draft policies was presented in the Local Plan Preferred Options document; which were subject to sustainability appraisal. The findings of the SA were presented in an interim SA Report which was published for consultation alongside the Preferred Options Document in July 2013.

Recommendations presented within this interim SA Report were taken into consideration when policies were being finalised for the Pre- Submission version of the Local Plan. The key issues listed below were presented in the interim SA Report, stating that the Local Plan should:

- try to secure businesses that require large number of employees. Seek ways to improve access to new employment areas, particularly from deprived areas;
- seek to maximise the number of affordable homes that are provided;
- allocate land for new homes in areas that are most accessible, or are capable of being made accessible, by public transport, walking and cycling;
- set out the infrastructure improvements that are required and be clear how these will be provided and when;
- seek to encourage greater use of public transport to reduce the reliance on the car to offset any congestion, pollution etc;
- provide clear and strong design policies for all developments, with particular care to respect the character of existing local neighbourhoods, both in terms of the buildings and landscape;
- avoid areas with the greatest risk from flooding. Areas that have severe problems with surface water flooding should be avoided and uses as areas of open spaces as part of larger developers if suitable. Sustainable drainage systems should be used on site and any development should not increase the surface water run-off; *and*
- maximise sites in the urban areas so as to reduce the need to release land in the Green Belt'.



**PART 3: WHAT ARE THE APPRAISAL FINDINGS AND  
RECOMMENDATIONS AT THIS CURRENT STAGE?**

## 14 APPRAISAL OF THE LOCAL PLAN

### 14.1 Introduction

Chapter 15 presents an appraisal of the Local Plan as set out within the Sefton Local Plan (Submission Version). Chapter 16 then discusses overall conclusions at this stage.

### 14.2 Appraisal methodology

The appraisal identifies and evaluates ‘likely significant effects’ on the baseline / likely future baseline associated with the Local Plan approach, drawing on the sustainability topics and issues identified through scoping (see Part 1) as a methodological framework.

The effects of the plan considered ‘as a whole’ have been presented, although it has also been highlighted what difference the proposed changes have made to the plan making process.

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

In light of this, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made.<sup>17</sup> In many instances it is not possible to predict likely significant effects, but it is possible to comment on the merits of the Plan approach in more general terms.

It is important to note that effects are predicted taking into account the criteria presented within Regulations.<sup>18</sup> So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. The potential for ‘cumulative’ effects is also considered.<sup>19</sup> These effect ‘characteristics’ are described within the appraisal as appropriate under each sustainability topic.

## 15 APPRAISAL FINDINGS

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

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

Whilst these topics have been developed to break the appraisal down into manageable sections, it is important to note that there are links between these different factors. This is particularly the case for issues such as ‘health and wellbeing’ and ‘climate change’, which are affected by multiple issues.

Therefore, the effects on ‘health’ and ‘climate change and resource use’ are peppered throughout the SA findings, and not just confined to the aforementioned topic areas.

<sup>17</sup> As stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210>):

*“Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification.”*

<sup>18</sup> Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004

<sup>19</sup> In particular, there is a need to take into account the effects of the Local Plan acting in combination with the equivalent plans prepared for neighbouring authorities. Furthermore, there is a need to consider the effects of the Local Plan in combination with the ‘saved’ policies from the Old Local Plan].

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

✓	Positive implications.
-	Negligible implications.
✘	Negative implications.
?	Uncertain implications.

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

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

*Table 15-1: List of chapters and policies in the Publication Local Plan*

Number	Policy Name
<b>Meeting Seftons Needs</b>	
MN1	Housing and Employment Requirements
MN2	Housing, Employment and Mixed Use Allocations
MN3	Strategic Allocation – Land East of Maghull
MN4	Strategic Allocation – Land North of Formby Industrial Estate
MN5	Strategic Allocation – Land South of Formby Industrial Estate
MN6	Land North of Brackenway
MN7	Sefton's Green Belt
MN8	Safeguarded Land
<b>Economic Development and Regeneration</b>	
ED1	The Port and Maritime Zone
ED2	Development in Town Centres, District Centres, Local Centres and Local Shopping Parades and other locations
ED3	Primarily Industrial Areas
ED4	Mixed use areas
ED5	Tourism
ED6	Regeneration areas
ED7	Southport Central Area
ED8	Southport Seafront
ED9	Crosby Centre
<b>Housing and Communities</b>	
HC1	Affordable and special needs housing
HC2	Housing type, mix and choice
HC3	Residential development and development in primarily residential areas
HC4	Housing extensions, alterations and conversions to houses in multiple occupation and flats
HC5	Planning for Travellers
HC6	Assets of community value
HC7	Education and care institutes sites in the Urban Area
<b>Infrastructure</b>	
IN1	Infrastructure and developer contributions
IN2	Transport
IN3	Managing waste

<b>A Quality, Healthy, Environment for Sefton</b>	
EQ1	Planning for a Healthy Sefton
EQ2	Design
EQ3	Accessibility
EQ4	Pollution and hazards
EQ5	Air quality
EQ6	Land affected by contamination
EQ7	Energy efficient and low carbon design
EQ8	Managing flood risk and surface water
EQ9	Provision of public open space, strategic paths and trees in development
EQ10	Food and Health
EQ11	Advertisements
<b>Natural and Heritage Assets</b>	
NH1	Environmental assets
NH2	Protection and enhancement of nature sites, priority habitats and species
NH3	Development in the Nature Improvement Area
NH4	The Sefton Coast and development
NH5	Protection of public open space and other outdoor sports and recreation facilities available to the public
NH6	Urban golf courses
NH7	Rural Landscape Character
NH8	Minerals
NH9	Demolition or substantial harm to Designated Heritage Assets
NH10	Works affecting Listed Buildings
NH11	Development affecting Conservation Areas
NH12	Development affecting Registered Parks and Gardens
NH12	Development affecting archaeology and Scheduled Monuments
NH14	Development affecting non-designated heritage assets

Policies SD1 'Presumption in favour of sustainable development' and SD2 'Principles of sustainable development' have not been assessed as they provide a broad context for the Local Plan as a whole and do not in themselves provide policy.

Policy PIM1 'Planning Enforcement' has not been included in the assessment as it set out how the Council will control the enforcement of its planning policies.

## 15.1 Economy

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

### 15.1.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓	✓	✓	✓	✓	✓	✓	✓

The Plan identifies the need to deliver 84.5 ha of employment land over the plan period throughout Sefton. New employment development would have a **significant positive effect** on the baseline associated with this SA topic through the creation of new employment opportunities at key locations within Sefton. New employment development would also contribute towards encouraging investment within Sefton.

Building upon MN1, Policy MN2 identifies 5 strategic employment locations located in the Borough that are allocated for B1, B2 and B8 uses. These sites include the Dunnings Bridge Road Corridor, Land East of Maghull and Land North and South of Formby Industrial Estate. Delivery of the employment uses in these locations should ensure that high quality employment opportunities are delivered in accessible locations.

Policies MN3, 4 and 5 provide further detail in terms of the type and size of the proposed employment uses to be delivered on the strategic sites. These sites each set out specific measures that would further enhance the attractiveness and accessibility of jobs in these areas – for example contributions towards the New Maghull North Train Station and park and ride.

### 15.1.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN 1	IN 2	IN 3
✓	✓	✓	-	✓	✓	✓	✓	✓	-	-	?	-	-	-	-	✓	✓	✓

Natural and Heritage assets									A quality, healthy environment											
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11	
-	-	-	-	-	✓	✓	-	✓	✓	-	✓	-	-	-	-	✓	-	-	-	

### *Economic development and regeneration*

In combination, the policies focused on ‘economic development and regeneration’ (ED1-ED9) are likely to have a **significant positive effect** on the baseline position by supporting the expansion of the Port and Maritime Zone, safeguarding land for employment uses and seeking to regenerate and strengthen key centres throughout the Borough.

These policy measures would help to ensure that residents have better access to a range of employment opportunities within Sefton, including the support for expansion at the Port (ED1), within key employment areas and for smaller-scale opportunities in Southport and other town centres.

Policy ED3 is particularly important for safeguarding important employment land that is in short supply, and will be required to offset the loss of employment land associated with the Port expansion.

Directing retail, leisure and other main town centre uses towards the borough’s existing centres (policy ED2), and the focus on regeneration of these areas through policies ED6-ED9, would also help to draw investment and footfall back to Sefton’s centres, having a positive effect on these local economies and reducing the reliance on Liverpool for employment, retail and services.

Policy ED6 in particular outlines Sefton’s spatial priorities for regeneration, which includes continuing investment in the Bootle Central Area, revitalising Central Southport (ED5, ED7 and ED8), Crosby Centre (ED9), Maghull centre and Seaforth Centre over the plan period. These policies seek to achieve re-utilisation and redevelopment of these centres and are likely to generate positive effects by helping to support employment opportunities, suitable housing and access to educational facilities close to areas of deprivation/need.

Policy ED5 provides further support for tourism development, especially in areas that are considered to be key attractions such as Southport. Policies ED8 and ED9 also seek to strengthen the tourism and visitor based functions of Southport and Bootle, which again would help to attract investment in the area and create employment opportunities.

### *Housing and Community*

Policies that are focused on ‘housing and community’ are likely to have limited effects on the economy. Policies H1 and H2 set out requirements for supporting affordable and special needs housing. These policies are positive in the sense that suitable housing is necessary to support a local workforce (most of whom would prefer to stay living within Sefton). However, the requirement to deliver affordable and/or specialist housing could affect the viability of some schemes (although there is a clause which deals with this issue).

Policy HC3 permits new residential developments where consistent with other local plan policies, this adds further flexibility for developers by outlining which areas would not be appropriate for such developments. Although unlikely, section 2a of HC3 could lead to potential residential developments occupying land designated to employment or retail purposes, thus hampering the potential economic output of a location.

### *Infrastructure*

Policies IN1-IN3 all deal with the provision of strategic infrastructure including transportation, and, waste. These policies are all inherently positive in that they support sustainable economic growth. In particular, policy IN2 would help to facilitate improved accessibility and transport links, which would further support the expansion of the Port.

It is considered that the policy measures would not lead to a significant effect on the economy, as these measures would be likely to be secured anyway (*i.e. through the NPPF, Local Transport Plan, Water Company Management Plans / Strategies*) without the Local Plan being adopted.

### *Quality Healthy Environment*

Policy EQ1 sets the framework for the more detailed policies EQ2-EQ10, which seek to ensure maintain and enhance environmental quality. Whilst it is not considered that any of these policies will have a significant effect on the economy and access to employment, better quality environments are more likely to attract investment.

An environment and communities that are more resilient to flood risk and climate change will also be less susceptible to adverse impacts on the economy through lost productivity and damage to assets. Policy EQ8 is likely to have a particularly positive impact in this respect as it seeks to reduce run off rates on brownfield developments and support SUDS.

ED3 also emphasises the importance of accessibility, specifying that new developments must be located in areas capable of forming linkages with rail and bus, as well as considering the introduction of new services.

### *Natural and Heritage Assets*

Policies NH1-NH14 largely support corresponding policies on nature conservation and heritage in the NPPF. With this in mind, the effects are not considered to be significant. However, in combination these policies are likely to have positive effects in the economy by contributing to the protection and enhancement of natural and historic assets across Sefton.

For example, NH9-NH14 are likely to have a positive effect on the visitor economy as they seek to protect and enhance important heritage assets which are a key attraction to the tourist offer, particularly in Southport.

NH8 safeguards land that may be important to the movement of aggregate minerals. This is positive, as it helps to ensure that the Port is capable of expanding and functioning effectively. This will have a knock-on positive effect on the local economy.

## 15.1.3

### *Summary of effects on Economy*

The Local Plan supports the growth of the local economy by providing attractive land for employment development. New jobs generated at these strategic locations are likely to be accessible to local communities, as well as those jobs created in the construction industry to deliver the required housing need.

The development management policies are also likely to have a positive effect on the baseline by supporting the expansion of the Port of Liverpool, strengthening the role of town, district and local centres and facilitating regeneration activities in deprived areas. The plan also recognises the importance of the natural environment to the visitor economy and for the health and wellbeing of local residents.

By helping to deliver a mix of housing appropriate to the needs of different areas, the plan will also help to ensure that residents can continue to live and work in Sefton; which is something that communities have expressed a desire for.

Taking all these factors into account, the Local Plan is likely to have a **significant positive effect** on the economy.



## 15.2 Local centres

<b>Local centres</b>	<b>3. Support the Rural Economy</b> <b>4. Maintain vibrant town, local and village centres.</b>	<p>Will the plan protect farming and other established rural businesses?</p> <p>Will the plan help to diversify the rural economy</p> <p>Will the plan help rural residents to access employment?</p> <p>Will the plan prioritise retail, leisure or office development in and around existing town and local centres?</p> <p>Will the plan encourage more people to use existing centres?</p> <p>Will the plan make centres more attractive to businesses, including shops, leisure and offices?</p>
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### 15.2.1 Strategic approach (Meeting Sefton's Needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓	✓	✓	-	-	-	-	-

The overall strategy set out in the Plan is to deliver new housing and employment uses within or adjacent to existing settlements within Sefton (via policies MN1, 2, 3, 4, 5 and 6). This would have a positive effect in terms of maintaining the vibrancy of existing local centres and encouraging more people to use the existing centres.

A large proportion of housing will be developed at the edge of settlements, where access to some local services and public transport (on foot) is not ideal in some locations. However, development of strategic sites such as Land East of Maghull (MN3) propose to deliver new facilities, and improved walking and cycling links to surrounding areas. These measures ought to have positive effects for new and existing communities.

The Local Plan allocates a number of sites that contain land classified as Best and most Versatile Agricultural Land. Whilst the loss of agricultural land at these locations would be notable in terms of overall land take, the effects on the rural economy itself are not considered likely to be insignificant. This is demonstrated by the Sefton Agricultural Land Study (2013) which identified that even at high levels of land release, there would only be a decrease of £168,000 in GVA and 3.7 jobs from agriculture.

### 15.2.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
-	✓	-	✓	-	✓	-	-	-	-	-	-	-	-	-	-	✓	✓	-

Natural and Heritage assets										A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11	
-	-	-	-	-	-	-	-	-	✓	✓	✓	-	-	-	-	-	-	-	?	

*Economic Development and Regeneration*

The local plan policies are heavily focused on the promotion of town, district and local centres as community hubs for retail, leisure and services. This should help to contribute towards vibrant and viable centres.

Employment opportunities are directed towards existing employment areas, town centres, and the Port of Liverpool. However, whilst some of these areas would be accessible to the smaller 'rural' settlements, there is little to suggest that the plan will support diversification and the strengthening of the rural economy.

*Housing and communities*

The policies focused on housing and communities are unlikely to have a significant effect on the rural economy or the vibrancy of centres.

*Infrastructure*

IN1 sets out the basic principles by which developers would contribute to infrastructure delivery, in particular the policy refers to supporting regeneration objectives set out in other policies such as ED7. Local centres could see benefits from the implementation of infrastructure in and around their area, prioritising how funding from mechanisms such as the community Infrastructure Levy is spent. This could have a positive effect in local centres which could gain improvements to community facilities, transportation and public realm.

Benefits to local centres are also likely to be experienced through the enhancements and 'general priorities' regarding Sefton's road, rail and cycle network in Policy IN2. This would help in enhancing resident's ability to access employment in and around local centres.

*Healthy and Quality Environment*

Policy EQ1 sets out several development principles that are likely to have a positive effect on local centres. This includes the promotion of high quality design, good standards of amenity for residents and businesses and enhancements to accessibility. These principles are expanded upon by EQ2 (design), and EQ3, which both require good connectivity and access to local facilities and amenities.

*Natural and Heritage Assets*

The plan policies are unlikely to have a significant effect in terms of supporting vibrant town centres and the rural economy.

**15.2.3 Summary of effects on Local Centres**

Through the spatial strategy and development management policies, the Local Plan will help to support the function and viability of town, district and village centres throughout Sefton.

The majority of housing sites are well located in terms of access to services and facilities, which in part reflects the contained nature of the Borough.

The Plan also seeks to improve linkages between areas, and provide new services and facilities where there is a need; such as at the urban extension at 'Land East of Maghull'.

A small amount of housing development will be located in areas that are not ideally located in terms of access to a local centre on foot (*for example allocations MN2.20 and MN2.21 in Hightown have poor access to a primary school, GP and district centre*).

On balance it is considered that there will be neutral effect on the baseline position.

### 15.3 Communities

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

#### 15.3.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓✗	✓	✓	✓	✓	✓	-	-

Access to a decent home and a good job are key factors in helping to tackle poverty and deprivation; which also has knock on long-term benefits in terms of reducing crime and building attractive communities.

New housing and employment development planned within Sefton (through policies MN1 - 6) would have a positive effect in this respect by planning to meet local needs and providing jobs and homes close to areas of deprivation.

There is also an aspiration that jobs should be high quality and maximise benefits for local people (for example, as part of policy MN2 and MN3); thereby helping to reduce deprivation.

As part of delivering new housing development on the allocated sites, policy MN2 also identifies the need to deliver additional community facilities, stating that these will be permitted as part of a comprehensive development. Policy MN3 identifies the need to develop local facilities alongside new housing development on land east of Maghull, which would have positive effects in this part of the Borough.

Policies MN4-5 also set out the need to deliver appropriate green infrastructure on the strategic employment sites. Implementation of these policies should contribute towards ensuring new and existing communities have better access to local employment opportunities by sustainable modes of travel.

In combination, it is considered that the Local Plan strategy would have a **significant positive effect** on the baseline position.

However, although the Local Plan is likely to have positive effects on communities as outlined above, it is possible that some residents may be unhappy with the spatial strategy, as consultation revealed that there is a strong desire to maintain Green Belt. Some people that have been involved in the planning process leading up to the development of the Local Plan may therefore be apathetic to future involvement in decisions that may affect their communities. A negative effect has been flagged at this stage, but this is not considered to be significant.

15.3.2 *Core policies and development management policies*

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	?	-	-	✓	✓	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
-	-	-	-	✓	-	-	-	✓	✓	✓	✓	-	-	-	-	-	✓	-	-

*Economic development and regeneration*

Policies ED1, ED3, and ED4 are likely to have a **significant positive effect** on the baseline by facilitating the creation of employment opportunities in Sefton. This will help to ensure that jobs are more accessible to local communities. In particular, Policy ED1 supports restructuring and expansion of the Port, which has the potential to play an instrumental role in providing additional employment to deprived areas such as Bootle.

Policy ED6 seeks to support continued regeneration in Sefton's areas of need, which will help to improve the prospect of people living in these areas and improve community cohesion. This is supported by policies ED4 (which propose mixed use developments in regeneration areas) and a focus on the recentralisation of retail, leisure and other services to main town centres across Sefton. These policy measures are likely to create additional employment, enhance the public realm and improve access to services and facilities.

Although policy ED1 is anticipated to have a positive effect on communities through improved access to employment, it is also possible that expansion of the Port could have an effect on amenity in adjoining areas.

*Housing and Communities*

Policy HC1 establishes the proportion of affordable/special needs housing to be applied to developments in Sefton. The policy also promotes the facilitation of mixed communities through 'pepper-potting' these quotas of affordable housing within residential developments. This is positive, as it will reduce the possibility of enclaves of deprivation occurring in new developments.

Additionally HC2 requires developments of over 15 dwellings to respond to identified housing needs specified by the latest Strategic Housing Market Assessment, reflecting the borough's need for varied housing types in new proposals and promoting more diverse, accommodating communities for the future.

*Infrastructure*

Policy IN1 refers to the delivery of infrastructure, in particular, communities will benefit from the provision of social, environmental and physical infrastructure where identified. For some locations this policy shall operate in parallel to regeneration policies, helping to better work towards their shared objectives through the means of developer contributions.

Policy IN2 (and EQ3) seeks to enhance accessibility through improvements to the transport network. The proposed policy measures are likely to have a positive effect on communities by helping to improve connectivity between communities and facilitate access to jobs and services by accessible modes of transport. It is of critical importance that transport links to

the Port of Liverpool are enhanced to accommodate the anticipated levels of transport growth beyond 2020 in particular.

#### *Quality and Healthy Environment*

Policy EQ1 outlines several development principles which support healthy, safe and quality environments. Additional policies provide more detail on specific topics such as EQ2, which requires high quality design, EQ3 which seeks to enhance accessibility within new developments and EQ9 which requires the provision of quality open space in new developments over 50 dwellings. Together, these policies will help to ensure that new developments provide good living conditions for communities, which can help to improve community cohesion and reduce fear of crime.

Whilst these effects are positive for those new communities that are created, it may not always be possible to ensure that existing communities of need benefit from such improvements to the public realm. Wherever development occurs within close proximity to areas of deprivation, it would be beneficial to identify how public realm improvements could be delivered that benefit existing communities as well as for the new development itself.

#### *Natural and heritage assets*

Policy NH9-14, and NH5 refer to the protection of Sefton's heritage assets (including registered parks), wildlife habitats and public open space. The preservation and enhancement of these assets is important as access to natural open space and wildlife can have a positive effect on the health and wellbeing of communities. These features may also be an important component of local community identities, so their preservation and enhancement will help to support community development.

### 15.3.3

#### *Summary of effects on Communities*

Sefton is a relatively affluent Borough, but there are pockets of deprivation in areas such as Bootle and parts of Southport. The Local Plan strategy and supporting policies should help to tackle these issues by:

- promoting regeneration and mixed-used development in or close to deprived communities;
- allocating new land for high quality employment in accessible locations; *and*
- meeting housing needs in settlements across the borough.

The plan also seeks to promote town, district and local centres as focal points for community development, with a number of policies likely to contribute to the creation of safer environments with a strong identity.

Although there is some community objection to meeting housing needs on Green Belt land, it is considered that (overall) the Local Plan would have a **significant positive effect** on Sefton's communities.

<b>Housing</b>	<b>8. Meet Sefton's diverse housing needs</b>	<p>Will the plan help to meet Sefton's housing needs?</p> <p>Will the plan help to meet Sefton's affordable and specialist housing need?</p> <p>Will the plan provide a diverse choice of housing?</p>
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#### 15.3.4 *Strategic approach (Meeting Sefton's needs)*

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓	✓	✓	-	-	-	-	-

Policy MN1 sets out a commitment to deliver 11,070 new homes in Sefton over the plan period; which would meet the objectively assessed housing need for the Borough.

Policy MN2 lists a series of sites that will be allocated for housing development to help achieve this target. Allocation of these sites (of which many are attractive Green Belt sites) should facilitate the granting of planning permission when applications come forward over the plan period. Therefore, these policies are likely to have a direct positive effect on the baseline for housing.

The spatial strategy seeks to direct housing development to key settlements across the Borough; including at Southport, Ainsdale, Formby, Churchtown, Hightown, Bootle, Netherton, Maghull and Thornton. Allocation of sites for housing in these areas (through policy MN2) should also help to ensure that housing (including affordable and specialist needs housing) is delivered where it is needed.

The Local Plan is considered likely to have a significant positive effect on the baseline position with regards to housing.

#### 15.3.5 *Core policies and development management policies*

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
-	-	-	-	-	✓	✓	-	-	✓	✓	✓	✓	✓	-	-	?	-	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	?	-	-	-

#### *Economic Development and Regeneration / Housing and Communities*

There is a lack of affordable housing throughout Sefton. Implementation of Policy HC1 would be likely to have a **significant positive effect** on the baseline through ensuring that affordable housing is delivered, particularly in those areas most at need (all of Sefton outside of Bootle and Netherton).

There are a number of policies in the plan that would contribute towards increasing the supply of housing throughout Sefton. This would have a positive effect on the baseline relating to this SA topic. These policies are set out below:

- Policy ED6 identifies two regeneration opportunity sites (501-509 Hawthorne Road, Bootle and Peoples Site, Hawthorne Road/Linacre Lane, Bootle) that would be suitable for housing development.
- Policy ED7 highlights that upper floors of buildings in Southport would be acceptable for residential development where acceptable living conditions can be achieved.
- Policy HC3 sets out the requirement to deliver new residential development in the areas identified on the policy map as primarily residential areas.
- Policy HC4 supports the conversions of buildings to houses in multiple occupation or flats where it would not cause significant harm.

Implementation of Policy HC2 would have a positive effect in terms of delivering an appropriate mix of new property types to address the needs as identified and quantified within the most up to date Strategic Housing Market Assessment.

The Merseyside and West Lancashire Gypsy and Traveller Accommodation Needs Assessment (2014) identified a requirement for 15 permanent pitches (up to 2033) and 4 transit pitches (post 2013) in Sefton to 2016 and for the improvement of the existing site. Allocation of sites for [number tbc] pitches in Policy HC5 would have a **significant positive effect** in terms of meeting the identified requirement for traveller pitches.

#### *Quality and Healthy Environment / Natural and heritage assets*

Policies NH1-NH14 and EQ1-EQ11 are likely to have positive effects on the quality of residential environments, which could help to enhance the marketability of housing developments. However, in some locations, the requirements of these policies could make it more costly to deliver housing development (*for example, the need to remediate contamination and reduce run off rates on brownfield sites*). This could act as a barrier to development in some areas, and it would be likely that public funding is necessary to support certain developments (particularly regeneration schemes). It is considered that the effects of these policies would not be significant though because protection for environmental and heritage assets is already established in the NPPF, so it would be a requirement of development to consider these factors anyway.

#### 15.3.6 *Summary of effects on Housing*

The Local Plan is likely to have a **significant positive effect** on housing by planning to meet Sefton's objectively assessed housing needs in appropriate locations.

The Plan policies will also help to improve access to affordable and specialist needs housing, but allows a more relaxed approach in areas that are in need of regeneration. Along with a number of policies that allow flexibility in the delivery of housing (*provided that this leads to the creation of suitable residential environments*) on other land uses, this should ensure that the diverse housing needs of the Borough are delivered.

As a large number of the allocated sites consist of greenfield land (*which have been modelled mainly as being viable including affordable housing requirements*<sup>20</sup>), the likelihood of the housing targets being met is considered to be fairly high.

<sup>20</sup> Sefton Council (December, 2014) Local Plan and Community Infrastructure Levy Economic Viability Study. [www.sefton.gov.uk/media/461804/FINAL-SEFTON-REPORT-51214.pdf](http://www.sefton.gov.uk/media/461804/FINAL-SEFTON-REPORT-51214.pdf)



## 15.4 Accessibility

<b>Accessibility</b>	<b>9. Provide better access to services and facilities, particularly by walking, cycling and public transport.</b>	<p>Will the plan promote a wider range of local services and facilities?</p> <p>Will the plan increase accessibility to existing services and facilities?</p> <p>Will the plan encourage use of sustainable travel?</p> <p>Will the plan improve links between areas?</p>
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### 15.4.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓✗	✓✗	✓✗	?	?	✓✗	-	?

Policies MN1 and MN2 identify the amount and distribution of new housing and employment development to be delivered within Sefton over the plan period.

Housing and employment is planned within and around the existing built up areas of Sefton (policies MN1 and MN2). As the Borough is relatively compact and contained, the majority of development will therefore be located with good access to existing road networks and with access to services, facilities and jobs. For housing allocations (listed in MN2), complementary appropriate facilities (*such as medical services, small scale convenience shops and community facilities*) will be permitted, which would have positive effects in terms of reducing the need to travel and enhancing access to services locally.

Policies MN3, MN4 and MN5 provide specific policy measures at large strategic sites that will promote the use of sustainable modes of transport and travel such as walking, cycling and public transport. Policy MN3 also states that contributions will be secured to fund infrastructure improvements, contribute to the new train station and park and ride at Maghull North and subsidise bus routes through the site (Land East of Maghull). These measures would have positive effects on accessibility, at least in the short-term.

Although new development presents opportunities to secure infrastructure improvements along some key routes into the City; it is important to note that increased levels of development are likely to put pressure on a road network that is already constrained in certain locations (*Through increased numbers of car trips*).

However, there are measures in the Local Plan (e.g. within Policy MN3) which seek to phase development so that key infrastructure upgrades are secured before the full amount of housing is delivered. This will help to minimise negative effects.

It should also be remembered that development would take place without the Local Plan, but on a more ad-hoc basis. Therefore, increases in traffic and congestion would be anticipated anyway in the absence of the Local Plan.

In this context, and given that the Local Plan will help to secure infrastructure improvements (*through policies IN1 and IN2 for example*), it is not considered that the Local Plan would have a significant negative effect on the baseline position with regards to accessibility.



15.4.2 *Core policies and development management policies*

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
✓?	✓	-	✓	-	✓	-	-	✓	✓	-	-	-	✓	✓	✓	✓	✓	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
-	-	-	-	-	-	-	-	-	✓	-	✓	-	-	-	-	-	?	-	-

*Economic Development and Regeneration*

Expansion of the Port of Liverpool is likely to add pressure to an already constrained transport network. By 2020, the A5036 in particular could be at 'tipping point'; meaning that residents find it more difficult to access services and jobs in the Liverpool City area and the area is less attractive to businesses and investment.

Whilst these effects are negative, they are likely to occur irrespective of the Local Plan, so the effects of policy ED1 is not considered to be negative. To the contrary, Policy ED1 sets out the need to improve access to support the expansion of the Port. This could have a positive effect in terms of improving access to the Port and Maritime Zone and areas surrounding it. The increased use of water and rail to transport freight also encourages a shift to more sustainable forms of transport in business activities.

Policy ED2 seeks to direct leisure, retail and other main uses to Sefton's main centres. This ought to have a positive effect in terms of improving access to existing and new services and facilities. Whilst this policy is inherently positive, the effects are not considered to be significant, as these patterns of development would be necessary anyway through the NPPF.

Delivering regeneration throughout the regeneration areas (Policy ED6) and Crosby Centre (Policy ED9) over the plan period would help to ensure that people are encouraged to use the services provided in these areas rather than travel elsewhere in the Liverpool City Region. This would ensure that accessibility to existing services is retained and enhanced. Policy ED4 also identifies areas for mixed use development, which would create communities with sustainable access to jobs and services.

*Housing and Communities*

Policy HC1 would help to ensure that regeneration initiatives are not held back by high targets for affordable housing. This would help to deliver housing in areas such as Bootle and Netherton, which are well related to existing infrastructure and services.

Policy HC5 sets out the need for new sites for traveller accommodation to be within easy reach of essential facilities and services, including health services, schools and jobs. This reiterates guidance outlined in paragraph 4 of the 'Planning policy for traveller sites'. [provide reference unless outlined earlier in SA report].

Policies HC6 and HC7 would help to protect and support appropriate development and community facilities and schools, which would help to maintain and improve the range of services accessible to local communities.

### *Infrastructure*

Implementation of Policy IN1 will help to deliver social, environmental and physical infrastructure as part of new development within Sefton.

Policy IN2 identifies the Council's priority projects for the transport network in Sefton during the plan period. Delivery of these schemes could have a **significant positive effect** in terms of improving accessibility and reducing congestion in constrained areas throughout Sefton during and beyond the plan period. The policy could be improved through adding more stringent wording prior to listing the priority projects that outlines the Council's intention to deliver these schemes. Suggested wording is set out below:

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

### *Quality and Healthy Environment*

Policy EQ1 sets out the design principles for development in Sefton, which includes the preference for sustainable modes of access to sites. This principle is expanded upon by Policy EQ3, which seeks to ensure that sustainable transport is promoted over and beyond the plan period. Both of these policies reiterate paragraph 32 of the NPPF in terms of promoting the use of sustainable methods of transport in Sefton over the plan period.

At present, the wording of Policy EQ9 in terms of ‘Sefton's green network of paths and cycleways’ could be strengthened and clarified. The wording of the section could be altered to make it clear that development with the potential to affect public rights of way or a strategic path will not be permitted unless sufficient mitigation is in place to ensure that existing access is maintained or where possible enhanced.

### *Natural and Heritage Assets*

Policies that seek to protect and enhance natural and heritage assets would have some minor positive effects in terms of maintaining and improving access to natural open space, wildlife and cultural heritage. For example, Implementation of Policy NH6 would ensure that access to public open space is retained and in some cases enhanced over the plan period.

Whilst these policies are inherently positive, the effects are not considered to be significant in relation to this SA topic.

## 15.4.3

### ***Summary of effects on Accessibility***

The Local Plan directs housing and employment development to areas that are mainly well served by facilities and transport links. However, it is likely that some development locations (*for example at the edge of settlements*) may promote a continuation of car use as the dominant mode of travel. For some groups, this may be exclusive.

However, to minimise additional pressure on constrained road networks the spatial strategy spreads development somewhat across the key settlements in the borough.

The Local Plan also outlines a series of transport schemes (Policy IN2) that will be prioritised as infrastructure improvements to help ensure that effective transport links can be maintained and secured over the plan period.

A number of policies also seek to achieve a shift to more sustainable modes of travel, which appears to be a key feature of the Local Plan. This should help to promote social inclusion and tackle potential issues of congestion; particularly to the south of the Borough where the Port expansion could exacerbate existing problems.

The plan also seeks to maintain key services and facilities and direct new development to key town, district and local centres. This should help to reduce the need to travel, and ensure that services are located in accessible locations.

As discussed above, the Local Plan is likely to have mixed effects on accessibility. Although a growth in car travel is anticipated, this would be likely in the absence of the Local Plan. The Plan also seeks to support sustainable modes of transport, deliver infrastructure upgrades and provide new services and facilities for communities as part of new development and regeneration. Therefore, on balance, the effects are considered to be **neutral**.

## 15.5 Health and wellbeing

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

### 15.5.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓	✓	✓	✓	✓	✓	-	?

The sites that are allocated in the Plan are located in close proximity to existing built up areas. Therefore, in the main, they are likely to have good access to existing health care and other public facilities within Sefton. Additionally, policy MN2 highlights that complimentary appropriate facilities for new residents (such as medical services) will be permitted where provided as part of a comprehensive development on the sites allocated for housing.

Policy MN3 sets out the need to deliver local facilities to serve the needs of the new community and approximately 20 hectares of strategic greenspace. Delivery of these facilities as part of new development on the site would have a positive effect on the wellbeing of the new and existing community through providing opportunities for them to utilise the new space for recreation and encourage integration of the local community.

Policies MN4 and MN5 set out the need to enhance green infrastructure as part of the strategic sites on land north and south of Formby Industrial Estate. This would enhance the quality of the local environment on Formby Industrial Estate, which would have a minor positive effect on the wellbeing of the employees of businesses on the site.

### 15.5.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
-	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
✓	-	✓	-	✓	-	-	-	✓	✓	✓	✓	-	-	-	-	-	✓	-	-

### *Economic Development and Regeneration*

Policy ED2 seeks to ensure centres retain their vibrancy, opportunities and distinctiveness by refocusing Leisure, retail and other services back into town, district and local centres. ED2 therefore has potential to generate additional employment and improve the public realm in Sefton's urban centres, which should promote these areas as desirable places to work and live.

Policy ED5 also seeks to strengthen the tourism offer, which would also be likely to involve improvements to the public realm.

Policy ED6 is inherently positive, as it seeks to create and regenerate places so that they are attractive to live and work within. In combination with other plan policies (such as EQ2), this would be likely to involve the consideration of open space and public realm improvements.

Policy ED4 would support the regeneration principles outlined in ED6 by promoting mixed use schemes in targeted areas.

Policies ED7, ED8 and ED9 provide further support for enhancement within areas known or their unique character. For example ED7 states that 'new development is expected to promote active frontages that support vitality and viability' on Lord Street. In this regard, these policies support development which reinforces existing features of community identities and civic pride.

### *Housing and Communities*

Policies HC1 and HC2 take measures to ensure the integration and mixing of communities through affordable/special needs housing quotas which are 'pepper potted' and 'tenure blind'. This is positive, as it will help to create attractive local neighbourhoods that are not characterised by enclaves of deprivation.

Policy HC3 would also help to prevent inappropriate development in residential areas, which would have the effect of protecting the sense of community identity where it is strong.

Similarly, HC6 sets out a criteria which developments must adhere to if an Asset of Community Value is threatened, assuming the facility is still needed. This means developers must prove there is a suitable alternative available or that one can be provided, which enables viable, important community facilities to be protected over the plan period.

### *Infrastructure*

Policies IN1 refers to the contributions and delivery of essential infrastructure from developers over the plan period. Supporting 'social, environmental and physical infrastructure' will be highly beneficial to new communities. In addition the policy states that it can also 'assist with regeneration objectives' (ED7/8/9/10) subject to the development.

Policy IN2 (and EQ3) refers the enhancement of transport in Sefton, the council's commitment to enhancing the road, rail and cycle networks bodes positively for connecting neighbourhoods and increasing ease of mobility particularly in previously isolated areas. If transport links are well designed and form part of multifunctional green infrastructure, there is the potential for positive effects on the quality of neighbourhoods.

### *Quality, healthy environments / Natural and Heritage Assets*

A number of policies will contribute to the protection, enhancement and access to the environment, which is an important factor in achieving positive health and wellbeing. In particular, policies EQ9, NH3 and NH5 promote access to natural open space, wildlife and recreation. Policy EQ2 is also likely to have a positive effect by securing high levels of design in new development and enhancing accessibility between areas (EQ3).

In combination, these policies are likely to have a positive effect in terms of creating attractive places to live, work and visit.

### 15.5.3 *Summary of effects on Health and Wellbeing*

The Local Plan will help to create attractive places to live, work and visit; which will contribute to **significant positive effects** on health and wellbeing. It will achieve this by:

- Protecting and enhancing the role of local centres.
- Delivering regeneration and public realm improvements.
- Delivering green infrastructure enhancements.
- Securing upgrades to social and economy infrastructure such as roads and community facilities.
- Protecting and enhancing built and natural assets.

As the Local Plan is a strategic document, it does not contain the level of detail to allow for an accurate detailed assessment of the health implications of development at a local level. Therefore, whilst the SA highlights that the high level effects that the Local Plan are anticipated to be mostly positive, it will be important to undertake more detailed Health Impact Assessments on appropriate schemes to maximise health benefits, and minimise any potential negative effects.

## 15.6 Climate change and resource use

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

### 15.6.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓	✓✗	✓	✓	✓	✓	-	-

The Local Plan seeks to locate new development in areas (and sites) that are in close proximity to existing transport networks and community facilities and (where appropriate) to provide additional sustainable transport provision and local facilities and services (*For example MN3 will contribute to enhanced public transport and local services*). This should help to ensure that new development is delivered in accessible locations that are connected with existing jobs, key services and facilities. This should help to minimise greenhouse gas emissions that might arise as a result of new development.

Policies MN3, MN4 and MN5 support the delivery of new employment sites in areas accessible by public transport. This ought to improve access to jobs for local people, meaning that there would be a reduced need to travel outside of Sefton for work. Furthermore, these site policies seek to establish enhanced connectivity with surrounding areas by enhancing walking, cycling and public transport links. This too should help to minimise greenhouse gas emissions.

However, despite these positive effects, it is unlikely that the spatial strategy will have a significant effect in terms of shifting the main focus of travel from the private car. Indeed, some sites are located in areas that might encourage out-commuting, and/or the use of a car to travel to jobs, leisure and services within the Borough. The Local Plan also seeks to support upgrades to the road network. Whilst this could assist in making public transport more attractive, it may also only lead to increased vehicle trips overall.

The potential for enabling low carbon, renewable and decentralised energy infrastructure within the Green Belt (provided the wider benefits of the development constitute very special circumstances which outweigh any harm to the Green Belt) are set out within policy MN7. Delivery of this policy should contribute to the delivery of renewable energy infrastructure in Sefton, where it is appropriate in planning policy terms.

The allocation of a significant amount of viable greenfield land should allow for higher levels of sustainability to be secured in new housing development, which is considered to be a positive effect in terms of reducing emissions associated with future development.

15.6.2 *Core policies and development management policies*

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
✓	-	-	-	-	✓	-	-	✓	-	-	-	-	✓	-	-	✓	✓	✓

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
✓	✓	-	-	-	-	-	✓	✓	✓	-	✓	-	-	-	✓	✓	-	-	-

*Economic Development and Regeneration*

Policy ED1 can be considered negative in that it supports the growth and expansion of the Port. This will undoubtedly lead to an increase in carbon emissions in this area. However, the development of the Port brings the opportunity to make use of more sustainable methods of transporting freight such as by water and rail (for example NH8 also seeks to promote the transport of minerals and waste by rail and water). This would help to achieve wider carbon emissions reductions that would be important at a regional scale.

Delivery of regeneration within the regeneration areas (Policy ED6) and Crosby Centre (Policy ED9) over the plan period would help to ensure that people are encouraged to use these areas rather than travelling elsewhere in the Liverpool City Region. This would help to ensure that accessibility to existing services is retained and reduce the need to travel. In turn, this would have a positive effect in terms of reducing carbon emissions resulting from excess travel.

*Housing and Communities*

The majority of policies that are focused on 'housing and communities' are unlikely to have a significant effect in terms of mitigating and adapting to climate change. However, Policy HC5 sets out the need for new sites for traveller accommodation to be within easy reach of essential facilities and services, including health services, schools and jobs. This reiterates guidance outlined in paragraph 4 of the 'Planning policy for traveller sites'. Similar to policies ED7 and ED10, implementation of this policy would have a positive effect in terms of reducing carbon emissions resulting from excess travel.

*Infrastructure*

Policy IN1 sets out the need to deliver appropriate infrastructure as part of new development, which includes public open space and other green infrastructure (including trees). Delivery of this infrastructure would have a positive effect in terms of helping to adapt to the effects of climate change through increasing the amount of green space throughout Sefton. More specifically, Policy IN2 outlines a series of the Council's priority projects for the transport network that would enhance the sustainable transport provision provided in Sefton over and beyond the plan period. Specific projects that would enhance sustainable transport provision include:

- A new train station and park and ride facilities at Maghull North;
- Development or extension of park and ride facilities at Hall Road, Seaforth & Litherland and Waterloo rail stations; and



- The provision of interchange facilities in Bootle, Southport, Crosby and Maghull Centres,

Furthermore, Policy EQ3 outlines a series of principles that new development in Sefton must adhere to that would ensure sustainable transport is promoted over and beyond the plan period. The delivery of sustainable transport provision will contribute towards reducing carbon emissions over the plan period. These policies reiterate paragraph 32 of the NPPF.

Policy IN3 encourages the sustainable management of waste in Sefton and is consistent with national policy (paragraph 21 of Planning Policy Statement 10 – Planning for sustainable waste management) Therefore, whilst this policy is likely to have positive implications by facilitating the storage and collection of waste, the effects are unlikely to be significant.

#### *Quality and Healthy Environment*

Policy EQ1 sets out the need for all development in Sefton to respond to climate change by managing flood risk and coastal change and through encouraging the use of decentralised, renewable and low carbon energy. Policy EQ7 highlights that development should achieve reductions in greenhouse gas emissions where practicable. Whilst, these policies are inherently positive, they would result in a negligible effect as they simply reflect the guidance outlined in Section 10 of the NPPF.

#### *Natural and Heritage Assets*

Policies NH1 and NH2 set out the need to protect and enhance environmental assets throughout Sefton over the plan period. Furthermore, Policies NH5 and EQ9 set out the need to protect open space throughout the borough and provide a sufficient amount of new open space as part of new development. Implementation of these policies should contribute towards the protection and enhancement of green infrastructure, which can help to cool urban areas and reduce flood risk (which is likely to increase as a result of climate change). This approach is consistent with Section 11 Conserving and enhancing the natural environment and paragraph 74 (open space) of the NPPF.

### 15.6.3

#### ***Summary of effects on climate change and resource use***

The proposed level and distribution of housing and employment growth is likely to lead to a continued reliance upon car travel (and associated carbon emissions). However, the Local Plan should help to mitigate/offset this effect by supporting a modal shift to sustainable travel, maintaining the role of local centres and enhancing local access to jobs, services and facilities.

The local plan also supports expansion of the Port, which will lead to an overall increase in carbon emissions in terms of increased HGV and car trips. However, a number of plan policies seek to mitigate these effects by achieving a shift to more sustainable modes of travel for residents, visitors and for freight movement.

The Local Plan is likely to help reduce carbon emissions from new development by enabling future development on sites that remain viable when higher levels of energy efficiency and sustainable design are incorporated.

In terms of adaptation to climate change, the Local Plan is likely to have a positive effect by; seeking to locate development in areas at lower risk of flooding, increasing and enhancing the provision of green infrastructure, and protecting the natural environment.

## 15.7 Flooding

<b>Flooding</b>	<b>13. Reduce the risk from flooding</b>	<p>Will the plan reduce the risk from flooding to existing homes and businesses?</p> <p>Will the plan ensure new development is built in areas with low flood risk?</p> <p>Will the plan help reduce surface water flooding?</p>
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## 15.7.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
-	✓?	-	✓	✓	✓	-	-

The majority of land that is proposed to be allocated in the Local Plan is located in areas of low flood risk. The site appraisals undertaken as part of the Site Selection process provide an assessment of each of the proposed allocations in terms of their risk from flooding. Most of these sites are classed as 'not constrained', or with 'minor constraints that can be easily mitigated'.

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

Likewise, a small number of housing allocations also contain areas at risk of surface water flooding and / or river flooding. Although these sites are moderately constrained, development is appropriate as long as mitigation measures are established (which the Local Plan requires).

Of the allocated sites, only MN2.50, MN2.51 and MN2.12 in Formby are considered to be 'significantly constrained' by flood risk. However, the site policies MN4, MN5 and MN6 state the flood risk will need to be assessed and carefully managed at this location, which should help to minimise risk. However, an uncertain negative effect has been recorded at this stage for policy MN2. Policies MN4, MN5 and MN6 seek to mitigate effects and so positive implications have been recorded.

## 15.7.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 8	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
✓	✓	-	✓	✓	-	-	-	-	✓	-	-	-	-	-	-	✓	-	-	-

*Economic development and regeneration*

Policies focused on economic development and regeneration are considered unlikely to have a significant effect on flooding.

*Housing and Community*

Policies focused on housing and communities are unlikely to have a significant effect on flooding.

*Infrastructure*

Policy IN1 sets out the need to deliver appropriate infrastructure as part of new development, which includes infrastructure to reduce the risk of flooding. Delivery of this infrastructure would have a positive effect in terms of reducing the risk from flooding to existing and planned homes and businesses throughout Sefton.

*Quality, healthy environments*

Policy EQ1 sets out the need for all development in Sefton to respond to climate change by managing flood risk and coastal change and through encouraging use of decentralised, renewable and low carbon energy.

Policy EQ8 incorporates a range of measures that emphasise the importance of managing flood risk and surface water within Sefton over the plan period. Delivery of these policies reflects guidance outlined in Section 10 (paragraph 103) of the NPPF. However, EQ8 does not provide clarity on the level of surface water run off that would be acceptable with new developments. In this respect, the policy is positive as it requires brownfield developments<sup>21</sup> to achieve a reduction in run-off rates and volumes by 20% compared to existing levels.

*Natural and heritage assets*

Policies NH1, NH2, and NH5 set out measures for the protection and enhancement of the green infrastructure within Sefton over the plan period. This should contribute towards managing flood risk if green infrastructure is delivered in appropriate areas throughout Sefton. In particular, enhancement of green infrastructure should be linked with potential natural flood risk management schemes as identified in local flood risk management strategies.

Policy NH5 highlights the need to ensure that new development proposed along the Sefton Coast does not increase the risk of tidal flooding or coastal erosion through their impact on coastal processes. Implementation of this policy would have a positive effect in terms of ensuring tidal flooding is minimised over the plan period.

## 15.7.3

***Summary of the effects on Flooding***

The majority of new development sites are at a low-risk of flooding. Some moderately constrained sites have been allocated, but mitigation measures ought to minimise flood risk and control potential increases in surface water run-off in these areas.

This would be facilitated by site specific policies for strategic sites such as MN3, MN4 and MN5, and also through general plan policies (such as EQ8) that seek to:

- manage and reduce flooding through the incorporation of SUDs into new developments;
- protect and enhance open space and green infrastructure; *and*
- Secure upgrades to flood management and drainage infrastructure.

<sup>21</sup> Those that are covered by existing buildings and / or impermeable surfaces.

- Achieve a reduction in run-off rates and volumes by 20% on brownfield developments.

On balance, it is considered that the Local Plan would have a **neutral effect** in terms of flooding.

## 15.8 Environmental Quality

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

### 15.8.1 Strategic approach

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
✓ x	x	x	-	-	-	✓	-

The Local Plan plan directs new development (*including residential and employment generating development*) towards the existing built up areas in Sefton. This could have mixed effects in respect of air quality. On one hand, it should help to ensure that new development is delivered in accessible locations that are well associated with existing jobs, key services and facilities. In turn, this is likely to reduce the distance and need to travel, which would have a positive effect on maintaining and improving air quality through reducing greenhouse gas emissions. Conversely, increased development in some areas could put additional pressure on constrained road networks, which could have negative implications for air quality in these areas.

Although the Local Plan allocates a significant amount of greenfield land, this is only because there is not enough suitable brownfield land to meet housing need. As well as housing allocations at the edge of settlements on greenfield land the Local Plan does support the reuse of brownfield sites in the urban area.

Policy MN7 reiterates national Green Belt policy set out in section 9 of the NPPF. Implementation of this policy should help to ensure that land located in the Green Belt is protected from inappropriate development. In turn, this should help to protect the quality of soil and water in these areas.

Through the allocation of housing and employment sites, the Local Plan will lead to a significant loss of agricultural land classified as best and most versatile. Whilst the loss of land is notable, it is not anticipated that this would have a significant effect on the rural economy. Large areas of agricultural land with high soil quality will also remain, as only a very small percentage (less than 5%) of the total land area would be affected.

Whilst the effects are not considered to be significant in this context, negative effects have been recorded, as the overall baseline position for soil will decline.

### 15.8.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
?	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	✓	?	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
✓	✓	✓	-	✓	-	-	-	✓	✓	-	✓	✓	✓	✓	-	✓	✓	-	-

#### *Economic development and regeneration*

Policy ED1, whilst promoting new development, does include requirements for mitigation measures to ensure impacts resulting from noise, dust, smells and other forms of pollution are minimised. However, expansion of the port and maritime zone could lead to adverse effects on water quality, and is also likely to lead to increased traffic, with potential effects on air quality.

Policy ED6 promotes the redevelopment of vacant land and derelict buildings, one of the principal SA objectives.

#### *Housing and communities*

Development management policies relating to housing and communities are considered unlikely to have a significant effect.

#### *Infrastructure*

Contributions to enhance and protect environmental infrastructure in Policy IN1 could be positive for environmental quality. The policy states in some instances it may be acceptable to use developer contributions to assist the Council with its wider regeneration objectives. This may be in the form of infrastructure but could also include environmental improvements.

Policy IN2 and the provision for new transport networks may contribute towards air pollution, although the park and ride schemes may help to reduce car dependence in Sefton and the surrounding areas.

#### *Quality and Healthy Environments*

Policy EQ1 sets out the strategic development principles for Sefton for achieving healthy and quality development. These include the following, which will contribute to a positive effect upon environmental quality;

- Promoting sustainable modes of travel (which should help to reduce carbon emissions associated with travel). Policy EQ3 expands upon this principle.
- Reducing the harm to natural assets from poor air quality, pollution, contamination and ground conditions. Policy EQ4 expands upon this principle, and sets out a requirement for the cumulative effects of pollution to be assessed and mitigated if there are/is to be a number of developments in an area. Policy EQ5 also supports this principle by requiring development proposals to demonstrate they will not significantly worsen existing air pollution levels and for major developments to incorporate appropriate measures to reduce air pollution and minimise exposure for people. Policies EQ8 and EQ9 would help to manage surface water run-off, which is positive, as it would reduce the likelihood and effect of pollution entering watercourses from flood events.
- Using resources efficiently, specifically for land and buildings where practicable, such as reusing brownfield land. Policy EQ6 builds upon this by supporting development on contaminated land providing there will not be exposure to harmful levels to any residents, occupier, water system, neighbouring site or ecological system. This policy would have positive implications in promoting the re-use of land.

*Natural and heritage assets*

Policy NH1 sets out the strategic development principles for Sefton for environmental assets. These include the following; which are likely to have a positive effect on environmental quality.

- Development should protect and enhance Sefton’s natural assets. Policy NH2 expands upon this principle, which should have a positive effect in terms of enhancing the natural environment, with knock-on benefits on air, water and land quality.
- Sefton’s heritage assets should be protected from losses and harmful changes to their significance, fabric and features or in their settings. Policy NH2 expands upon this principle, which could have positive effects in terms of promoting the reuse of historic buildings.
- Policy NH8 focuses on mineral extraction. In terms of environmental quality extraction can only go ahead if no unacceptable adverse impacts are demonstrated, along with mitigation or any negative impacts. This includes factors such as noise pollution, dust, air quality and lighting. After any extraction takes place the Policy requires a high quality environmental restoration.

### 15.8.3 *Summary of effects on Environmental Quality*

The distribution of housing and employment development proposed in the Local Plan could have mixed effects in terms of environmental quality. On one hand, housing would largely be developed in accessible areas; which could help to minimise emissions of NO<sub>x</sub> from car travel. Conversely, increased development in some areas could exacerbate air quality issues by increasing traffic, particularly along routes into the City / the Ports.

There would also be a notable loss of agricultural land, although this is not considered in the context of the rural economy.

However, The Local Plan also has policy measures in place that seek to ensure that human health and environmental assets are not affected by pollution and the quality of the environment is improved; for example:

- the Plan should help to bring vacant land and buildings back to use and remediate areas of contaminated land;
- the use of SUDs should help to minimise negative effects and enhance positive effects on water quality;
- the Plan should contribute towards enhanced walking, cycling and public transport infrastructure; *and*
- policy EQ5 requires development to ensure that there will be no worsening of air pollution.

On balance, it is considered that the Local Plan would have a largely neutral effect on environmental quality provided that suitable mitigation (as presented in the Local Plan) is secured. However some minor negative effects would be inevitable due to the irreversible loss of agricultural land.

## 15.9 Landscape

<b>Landscape</b>	<b>16. Protect Sefton's valued landscape, coast and countryside</b>	<p>Will the plan help to protect and enhance areas valued for its landscape, including Sefton's coast and countryside?</p> <p>Will the plan restrict inappropriate development in areas valued for its landscape (including areas of coastal change)?</p>
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### 15.9.1 Strategic approach (Meeting Sefton's needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
-	?	-	-	-	-	-	-

The proposed distribution of housing and employment development directs growth mainly away from the sensitive landscapes of the coast and open countryside.

There will be a degree of Green Belt land release to accommodate new development, which has the potential for negative effects on landscape character. However, the Green Belt land study sought to identify and exclude sites for development that were of upmost importance in maintaining the openness function of the Green Belt. Therefore, the most sensitive areas will not be affected.

The cumulative effect of development on landscape character will need to be considered when determining planning applications for individual sites allocated by policy MN2. However, effects on landscape character would be mitigated to a certain extent on the sites identified as strategic allocations through the delivery of landscape mitigation measures as outlined in site specific [and more general] policies. In some cases, there may actually be potential to enhance landscape. At this stage an uncertain effect has been recorded for MN2.

Policy MN2/MN3 for example sets out the need (for Land East of Maghull) to deliver approximately 20 hectares of strategic greenspace, including open space, woodland and a new neighbourhood park, sited along the development along with landscaped buffer zones to the M58 motorway and railway. Policies MN4 and MN5 set out the need for new development on land north and south of Formby Industrial Estate to incorporate a landscaped buffer in order to mitigate any effects on the local landscape.

Policy MN7 reiterates national Green Belt policy set out in section 9 of the NPPF. Implementation of this policy should help to ensure that land located in the Green Belt is protected from inappropriate development. In turn, this should help to protect the areas of countryside that are designated as Green Belt.

### 15.9.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
✓ x	-	-	-	✓	-	✓	✓	-	-	-	-	-	-	-	-	?	?	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
✓	✓	-	✓	✓	-	✓	-	✓	✓	✓	-	-	-	-	-	-	✓	-	-



*Economic development and regeneration*

Policy ED1 supports the expansion of the Port of Liverpool, which is likely to change the character of the coast in these areas. Improvements to the road network will also be necessary to support this growth, which could have a negative effect on the character of open space. However, the policy does seek to protect the Seaforth Nature Reserve from inappropriate development.

Policies ED5, ED7 and ED8 all seek to promote development that is sensitive to the character of important landscapes such as the Southport Seafont.

*Housing and communities*

Development management policies relating to housing and communities are considered unlikely to have a significant effect on landscape character.

*Infrastructure*

Infrastructure policies IN1-IN3 could include schemes that might have an effect on the character of the landscape. The effects are unclear at this stage.

*Quality, healthy environments*

Policy EQ1 sets the strategic principles for high quality design that responds positively to local surroundings. These principles are expanded by Policy EQ2, which is clear that poor quality design that negatively affects the character of the landscape and townscape will be refused. Policy EQ9 should also have a positive effect by requiring minimum standards of tree planting and landscaping for new developments, as well as setting out the requirement for high quality open space for developments of over 50 dwellings. These measures should help to mitigate the effect of development at greenfield and greenbelt sites on the edge of the urban areas.

*Natural and heritage assets*

Strategic Policy NH1 sets out the strategic principles for the protection of Sefton's landscape and natural assets. This policy requires the protection and management of Sefton's natural assets, including enhancement and expansion, which should have a positive effect on maintaining a positive and naturally functioning landscape. Policy NH1 is supported by NH2, which provides protection for wildlife habitats and NH5, which seeks to enhance public open space.

Policy NH7 directly supports the protection of the valued coast and countryside landscape stating support for development that protects or enhances these features. Policy NH4 also specifically refers to development on the Sefton Coast, where development must take into account future climate conditions and the effect it may have on existing and the proposed development. This includes factors such as coastal erosion or flooding being considered.

## 15.9.3

***Summary of effects on Landscape***

The Local Plan largely directs development away from the most sensitive areas of landscape along the coast and in the open countryside.

Although there is the potential for some negative effects on landscape character on development sites (at the edge of settlements and around the Port of Liverpool in particular), the plan policies should ensure that appropriate mitigation measures are in place to minimise impacts. Therefore, the effects are not considered to be significant.

In combination, the development management policies are likely to have a positive effect on wider areas of landscape and countryside by seeking to enhance the connectivity of green infrastructure in urban areas and to protect coastal and countryside areas from inappropriate development.

## 15.10 Biodiversity

<b>Biodiversity</b>	<b>18. Protect and enhance biodiversity</b>	Will the plan help protect and enhance existing areas of biodiversity value? Will the plan create new areas of biodiversity value?
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## 15.10.1 Strategic approach (Meeting Sefton's Needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
-	✘	✔	✔	✔	✔	-	-

The Local Plan proposes to locate development land away from the coastal areas, as these are the most sensitive areas in terms of habitats and species conservation. However, development to the east of the settlements away from the coast still has the potential to affect wildlife due to the importance of non-designated habitats that support the designated sites and also offer alternative locations for recreation for local residents.

The majority of allocated sites are considered to have some value for biodiversity, but it is considered that the constraints are minor and could be mitigated without major costs. Indeed, the Local Plan seeks to protect and enhance biodiversity, using development as a mechanism to secure improvements was possible. Therefore, it is expected that the effects of increased housing and employment development upon biodiversity could be managed.

Having said this, a small number of allocated sites are considered to be 'moderately' constrained by biodiversity issues either due to a direct effect on a designated site, the presence of important species or because they are adjacent to international wildlife sites. On these sites, mitigation and compensation would be necessary, but may be more difficult and costly to achieve. There is therefore a potential negative effect on biodiversity associated with policy MN2.

With regards to the strategic sites, part of MN2.5 is located within a Local Wildlife site, with the potential for water voles on site. Land at East of Maghull also contains Whinney Brook, and has potential for wintering birds. Development at these locations therefore has the potential for negative effects on biodiversity through the loss and disturbance of habitat. Policies MN3, MN4, MN5 and MN6 are positive as they seek to manage; mitigate and compensate for any effects on biodiversity at these particular sites.

## 15.10.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
✔	-	-	-	-	-	-	✔	-	-	-	-	-	✔	-	-	-	?	-

Natural and Heritage assets										A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11	
✔	✔	✔	✔	✔	-	-	✔	-	✔	-	-	✔	-	-	-	-	✔	-	-	

### *Economic development and regeneration*

On the face of it, policy ED1 appears to be negative, as it is supportive of development of the Port and Maritime Zone, which is in close proximity to internationally designated habitats. However, there is already a firm commitment to development at the ports, including into the Seaforth Nature Reserve. In this respect, policy ED1 is positive as it seeks to ensure that development is only permitted if it is appropriate and delivers compensatory habitat.

### *Housing and communities*

Development management policies relating to housing and communities are considered unlikely to have a significant effect on biodiversity.

### *Infrastructure*

Policy IN2 sets out a list of strategic infrastructure priorities, including 'improved access to the Port of Liverpool by a range of transport types'. A number of projects have the potential to have significant effects on biodiversity, but these issues are better addressed at project level through an environmental assessment.

### *Quality, healthy environments*

Policy EQ1 and the strategic policy development principles state that development must not adversely affect the integrity of internationally important nature sites or their supporting habitats. These principles are reiterated in other policies that consider specific locations such as Southport Seafront (ED9).

Policy EQ4 should contribute to a positive effect on wildlife habitats by helping to protect and in some instances enhance environmental quality. In particular, prevention of pollution to water sources would help to protect the condition of sensitive coastal habitats that are reliant upon water resources.

Policy EQ9 would have positive effects on biodiversity by setting clear requirements for trees and landscaping in new developments. The provision of public open space may also contribute to an enhancement in biodiversity by encouraging multi-functional green infrastructure.

### *Natural and heritage assets*

Policy NH1 sets the strategic framework for the protection and management of Sefton's natural assets, including natural habitats. It states where possible development should restore, enhance or extend these natural assets, create new habitats and green infrastructure, and secure their long-term management. The protection of biodiversity is also addressed in a number other policies as follows:

Policy NH2 refers to protecting and enhancing nature sites, priority habitats and species.

Policy NH3 refers specifically to development in the Nature Conservation Area, stating that development will only be permitted if it complements identified opportunities for habitat creation and management.

Policy NH4 sets out development requirements in the Sefton Coast region, which includes the protection of landscape, managing flood risk and coastal change and to ensure that development will not adversely affect the integrity of sites of international nature conservation importance.

Policy NH5 sets out the requirements for development in public open space, which could affect biodiversity. It states development should ensure environmental improvements which enhance the site's environmental quality or green infrastructure benefits. It also states development will require an appropriate assessment showing an oversupply of public open space in Sefton, and if necessary replacement open space provision.

Policy NH8 requires sensitive and high quality environmental restoration and aftercare of minerals and waste sites.

In combination, these policies ought to have a positive effect, but these are not considered to be significant, as the policies reflect national policy and guidance that would be required anyway.

### 15.10.3 **Summary of effects on Biodiversity**

The Local Plan proposes to locate development land away from the coastal areas, as these are the most sensitive areas in terms of habitats and species conservation. However, development away from the coast still has the potential to affect wildlife due to the importance of non-designated habitats that support the designated sites and also offer alternative locations for recreation for local residents.

There is also potential for increased disturbance to wildlife as a result of increased traffic, and visitor pressure due to a growing population and the growth of Port related activities.

Although some allocated sites for housing and employment are within close proximity to designated wildlife sites, and / or thought to contain important (or protected) species, the Local Plan should help to ensure that these effects are mitigated. This would be achieved through site specific policies for some strategic sites, and through more general policies that seek to protect and enhance environmental quality (including biodiversity).

The development management policies should also contribute towards the protection and enhancement of biodiversity by focusing on town, district and local centres for retail, jobs and recreation; thereby taking pressure away from the countryside and coastal areas.

The Plan also recognises the importance of biodiversity assets to the local visitor economy, which will help to ensure that development is not detrimental to the natural environment upon which many local economic activities are reliant upon.

On balance, it is considered that the effects on wildlife would be minor provided that suitable mitigation, enhancement and compensation are secured (*which the Plan seeks to achieve*). At this stage however, an **uncertain (negative) effect** has been recorded, as there is potential for cumulative adverse effects on wildlife, which cannot be ruled out.

## 15.11 Culture and Heritage

<b>Culture and Heritage</b>	<b>19. Protect and enhance Sefton's culture and heritage</b>	<p>Will the plan preserve or enhance Sefton's cultural and heritage assets?</p> <p>Does the plan provide sufficient opportunity and encouragement for regeneration activity and improvements to cultural heritage?</p>
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## 15.11.1 Strategic approach (Meeting Sefton's Needs)

MN1: Housing and employment	MN2: Land Allocations	MN3: Land East of Maghull	MN4: Land North of Formby Industrial Estate	MN5: Land South of Formby Industrial Estate	MN6 Land North of Brackenway	MN7: Sefton's Green Belt	MN8: Safeguarded Land
?	?	-	-	-	-	✓	-

New development that is delivered within Sefton over the plan period could place additional pressure on existing areas of historic value and open space located throughout Sefton through increased demand for land and the likely increase in the population within the Borough. However, the impacts on the historic landscape would need to be established when determining planning applications for new development on the allocated sites.

Most of the sites allocated for development do not contain designated heritage features within the main body of the site, but some features are located adjacent to or on the boundary of the site. It is anticipated that mitigation measures would be capable of rectifying these potential issues though. An uncertain effect has therefore been recorded at this stage.

## 15.11.2 Core policies and development management policies

Economic Development and Regeneration									Housing and Community							Infrastructure		
ED 1	ED 2	ED 3	ED 4	ED 5	ED 6	ED 7	ED 8	ED 9	HC 1	HC 2	HC 3	HC 4	HC 5	HC 6	HC 7	IN1	IN2	IN3
?	?	-	-	✓	✓	✓	✓	-	-	-	-	-	-	✓	-	?	?	-

Natural and Heritage assets									A quality, healthy environment										
NH1	NH2	NH3	NH4	NH5	NH6	NH7	NH8	NH9-14	EQ1	EQ2	EQ3	EQ4	EQ5	EQ6	EQ7	EQ8	EQ9	EQ10	EQ11
✓	-	-	-	-	-	-	-	✓	✓	✓	-	-	-	-	-	-	-	-	-

*Economic development and regeneration*

Policy ED1 supports development at the Port and Maritime Zone, which may affect the Nature Reserve and other areas close by. The Policy however should ensure that cultural heritage is protected (and be enhanced with new, appropriate development) as there needs to be 'imperative reasons of overriding public interest' for it any inappropriate development to go ahead, as well the requirement for development to respect the surrounding natural, built and historic environment.

Policy ED2 supports development and economic activity in the Town Centres of Bootle and Southport, District Centres of Crosby, Formby and Maghull and the Local Centres of Ainsdale, Birkdale, Churchtown, Netherton and Old Roan. This should help to maintain the vitality of these areas, which would help to protect townscape, including the setting of historic assets.

Conversely, an increase in development and economic activity in these areas could alter the setting of these settlements (for example, through increased traffic and car parking).

Policy ED5 supports the enhancement of tourism in Sefton, with development supported in principle, subject to there being no adverse effects on the integrity of sites of international nature conservation importance and the provisions of other Local Plan policies. In combination with policies ED6, ED7 and ED8, these policies should also help to support the vitality of centres, and offer opportunities to make use of vacant land and buildings, and enhance the built environment.

Policy ED6 and the emphasis on regeneration should allow listed buildings and historic buildings to be revitalised. Whilst it acknowledges that development that contributes to regeneration and sustainable economic growth in other areas of the Borough is important, the policy does state that Sefton's historic environment can be a valuable catalyst for regeneration and in creating a sense of place in regeneration developments.

#### *Housing and communities*

Development management policies relating to housing and communities are considered unlikely to have a significant effect on heritage assets.

#### *Infrastructure*

Policies IN1 and IN2 have the potential to deliver strategic infrastructure that could have a significant effect (positive or negative) on the condition and / or setting of heritage assets. These effects are more appropriately determined at project level.

#### *Quality, healthy environments*

Policy EQ1 outlines the principles for quality environments in Sefton, which includes the need to reduce the risks of harm or damage to people, property and Sefton's natural and heritage assets from poor air quality, pollution, contamination and ground conditions. Policy EQ2 expands upon these principles, by stating that only high quality design will be permitted. In combination, these policies would contribute a positive effect to the protection and enhancement of the character of the built environment.

#### *Natural and heritage assets*

Policy NH1 sets out the development principles for protecting heritage assets, which requires development to avoid losses or harm to historic features and their settings. NH9-14 build upon these principles by making it clear that development will only be permitted where it contributes to the protection or enhancement of designated and non-designated heritage assets and their settings. Together, these policies are likely to have a **positive effect** on the baseline position, as they build upon the principles set out in the NPPF.

### 15.11.3 **Summary of effects on Culture and Heritage**

New development that is delivered within Sefton over the plan period could place additional pressure on existing areas historic value and open space located throughout Sefton through increased demand for land and the likely increase in the population within the Borough. However, the impacts on the historic would need to be established when determining planning applications for new development on the allocated sites.

Most of the sites allocated for development do not contain designated heritage features within the main body of the site, but some features are located adjacent to or on the boundary of the site. It is anticipated that mitigation measures would be capable of rectifying these potential issues though. The cumulative effect of development is not thought to be significant, as development is spread somewhat across the Borough.

Furthermore, the Local Plan policy measures also provide a strong approach to the protection and enhancement of natural and heritage assets, with a number of policies making it clear that development will not be acceptable unless it contributes positively to local character.

The plan policies are also likely to support viable town, district and local centres, which should offer opportunities to protect and enhance the built environment, and secure improvements to the public realm.

On balance, a neutral effect is anticipated, but further detailed assessment will be required for individual projects as they come forward.

## 16 SUMMARY / CONCLUSIONS

The effects of the Local Plan ‘viewed as a whole’ (as presented in Part 3 of this SA Report) have been summarised in Table 16.1 below.

Where significant effects have been predicted, monitoring indicators have been identified, linked to the Council’s monitoring framework for the Local Plan. These are the most important in SA terms, as they allow for the effects of the plan to be tracked over time and remedial action to be taken to account for:

- unanticipated significant negative effects; *and*
- where predicted significant positive effects are not being realised.

Where there are no significant effects anticipated, ‘contextual’ monitoring indicators have still been included to reflect the ‘general direction of travel’ of the baseline position.

*Table 16.1: Summary of sustainability effects and suggested monitoring measures*

Summary of impacts	Monitoring measures
<b>Economy</b>	
<p>The Local Plan supports the growth of the local economy by providing attractive land for employment development. New jobs generated at these strategic locations are likely to be accessible to local communities, as well as those jobs created in the construction industry to deliver the required housing need.</p> <p>The development management policies are also likely to have a positive effect on the baseline by supporting the expansion of the Port of Liverpool, strengthening the role of town, district and local centres and facilitating regeneration activities in deprived areas. The plan also recognises the importance of the natural environment to the visitor economy and for the health and wellbeing of local residents.</p> <p>By helping to deliver a mix of housing appropriate to the needs of different areas, the plan will also help to ensure that residents can continue to live and work in Sefton; which is something that communities have expressed a desire for.</p> <p>Taking all these factors into account, the Local Plan is likely to have a <b>significant positive effect</b> on the economy.</p>	<ul style="list-style-type: none"> <li>– Land available for employment [ha] (type/location).</li> <li>– Floorspace developed by employment type/location.</li> <li>– Approvals in Port and Maritime zone.</li> <li>– Approvals in PIA by type.</li> <li>– Approvals in ‘Tourism’ areas listed, locations and type.</li> <li>– Approvals in Southport Seafront Area by type.</li> <li>– Unemployment rates.</li> </ul>



Summary of impacts	Monitoring measures
<b>Local Centres</b>	
<p>Through the spatial strategy and development management policies, the Local Plan will help to support the function and viability of town, district and village centres throughout Sefton.</p> <p>The majority of housing sites are well located in terms of access to services and facilities, which in part reflects the contained nature of the Borough.</p> <p>The Plan also seeks to improve linkages between areas, and provide new services and facilities where there is a need; such as at the urban extension at 'Land East of Maghull'.</p> <p>A small amount of housing development will be located in areas that are not ideally located in terms of access to a local centre on foot (<i>for example allocations MN2.20 and MN2.21 in Hightown have poor access to a primary school, GP and district centre</i>).</p> <p>On balance it is considered that there will be <b>neutral effect</b> on the baseline position.</p>	<ul style="list-style-type: none"> <li>- Amount of approved retail/office/leisure development in Sefton/designated centres</li> <li>- Approvals in Southport Central Area by type</li> <li>- Approvals in Crosby Centre by type</li> <li>- Vacancy rates in designated centres</li> </ul>
<b>Communities</b>	
<p>Sefton is a relatively affluent Borough, but there pockets of deprivation in areas such as Bootle and parts of Southport. The Local Plan strategy and supporting policies should help to tackle these issues by:</p> <ul style="list-style-type: none"> <li>• promoting regeneration and mixed-used development in or close to deprived communities;</li> <li>• allocating new land for high quality employment in accessible locations; <i>and</i></li> <li>• meeting housing needs in settlements across the borough.</li> </ul> <p>The plan also seeks to promote town, district and local centres as focal points for community development, with a number of policies likely to contribute to the creation of safer environments with a strong identity.</p> <p>Although there is some community objection to meeting housing needs on Green Belt land, it is considered that (overall) the Local Plan would have a <b>significant positive effect</b> on Sefton's communities.</p>	<ul style="list-style-type: none"> <li>- No. of applications that affect an Asset of Community Value and the proportions refused/approved.</li> <li>- Approvals in Regeneration areas, by location and type.</li> </ul>

Summary of impacts	Monitoring measures
<b>Housing</b>	
<p>The Local Plan is likely to have a <b>significant positive effect</b> on housing by planning to meet Sefton's objectively assessed housing needs in appropriate locations.</p> <p>The Plan policies will also help to improve access to affordable and specialist needs housing, but allows a more relaxed approach in areas that are in need of regeneration. Along with a number of policies that allow flexibility in the delivery of housing (<i>provided that this leads to the creation of suitable residential environments</i>) on other land uses, this should ensure that the diverse housing needs of the Borough are delivered.</p> <p>As a large number of the allocated sites consist of greenfield land (<i>which have been modelled mainly as being viable including affordable housing requirements</i><sup>22</sup>), the likelihood of the housing targets being met is considered to be fairly high.</p>	<ul style="list-style-type: none"> <li>- Net additional homes (total/on allocated sites).</li> <li>- Approvals in PRA that are not residential</li> <li>- Applications for conversions to HMOs and the proportions refused/approved.</li> <li>- Five year traveller pitch supply</li> <li>- Approvals for traveller pitches (permanent/transit)</li> <li>- Completions and Approvals for Affordable and Special Needs Housing by Type and Location</li> <li>- Number of homes by no. of bedrooms for market and affordable homes.</li> <li>- No. of older person homes</li> </ul>

<sup>22</sup> Sefton Council (December, 2014) Local Plan and Community Infrastructure Levy Economic Viability Study. [www.sefton.gov.uk/media/461804/FINAL-SEFTON-REPORT-51214.pdf](http://www.sefton.gov.uk/media/461804/FINAL-SEFTON-REPORT-51214.pdf)

Summary of impacts	Monitoring measures
<b>Accessibility</b>	
<p>The Local Plan directs housing and employment development to areas that are mainly well served by facilities and transport links. However, it is likely that some development locations (<i>for example at the edge of settlements</i>) may promote a continuation of car use as the dominant mode of travel. For some groups, this may be exclusive.</p> <p>However, to minimise additional pressure on constrained road networks the spatial strategy spreads development somewhat across the key settlements in the borough.</p> <p>The Local Plan also outlines a series of transport schemes (Policy IN2) that will be prioritised as infrastructure improvements to help ensure that effective transport links can be maintained and secured over the plan period.</p> <p>A number of policies also seek to achieve a shift to more sustainable modes of travel, which appears to be a key feature of the Local Plan. This should help to promote social inclusion and tackle potential issues of congestion; particularly to the south of the Borough where the Port expansion could exacerbate existing problems.</p> <p>The plan also seeks to maintain key services and facilities and direct new development to key town, district and local centres. This should help to reduce the need to travel, and ensure that services are located in accessible locations.</p> <p>As discussed above, the Local Plan is likely to have mixed effects on accessibility. Although a growth in car travel is anticipated, this would be likely in the absence of the Local Plan. The Plan also seeks to support sustainable modes of transport, deliver infrastructure upgrades and provide new services and facilities for communities as part of new development and regeneration. Therefore, on balance, the effects are considered to be <b>neutral</b>.</p>	<ul style="list-style-type: none"> <li>- No. of transport assessments submitted.</li> <li>- % of development within appropriate (SPD) distance to bus stop; rail station; gp; primary school.</li> <li>- Levels of peak congestion.</li> <li>- Development contributions to infrastructure improvement schemes.</li> <li>- Travel to work by transport mode.</li> </ul>

Summary of impacts	Monitoring measures
<b>Health and wellbeing</b>	
<p>The Local Plan will help to create attractive places to live, work and visit; which will contribute to <b>significant positive effects</b> on health and wellbeing. It will achieve this by:</p> <ul style="list-style-type: none"> <li>• Protecting and enhancing the role of local centres.</li> <li>• Delivering regeneration and public realm improvements.</li> <li>• Delivering green infrastructure enhancements.</li> <li>• Securing upgrades to social and economy infrastructure such as roads and community facilities.</li> <li>• Protecting and enhancing built and natural assets.</li> </ul>	<ul style="list-style-type: none"> <li>– Area of new public open space /green infrastructure approved.</li> <li>– Approvals in Public Open Space and % inappropriate</li> <li>– Approvals of A3, A4 and A5 in designated centres; PRAs; within 400m of education establishment.</li> </ul>
<b>Climate Change and Resource Use</b>	
<p>The proposed level and distribution of housing and employment growth is likely to lead to a continued reliance upon car travel (and associate carbon emissions). However, the Local Plan should help to mitigate/offset this effect by supporting a modal shift to sustainable travel, maintaining the role of local centres and enhancing local access to jobs, services and facilities.</p> <p>The local plan also supports expansion of the Port, which will lead to an overall increase in carbon emissions in terms of increased HGV and car trips. However, a number of plan policies seek to mitigate these effects by achieving a shift to more sustainable modes of travel for residents, visitors and for freight movement.</p> <p>The Local Plan is likely to help reduce carbon emissions from new development by enabling future development on sites that remain viable when higher levels of energy efficiency and sustainable design are incorporated.</p> <p>Whilst the Plan does not identify specific opportunities for the development of low carbon energy schemes, it does require development to help facilitate the expansion or development of existing and committed schemes; which is likely to have a <b>significant positive effect</b> on the baseline.</p> <p>In terms of adaptation to climate change, the Local Plan is likely to have a positive effect by; seeking to locate development in areas at lower risk of flooding, increasing and enhancing the provision of green infrastructure, and protecting the natural environment.</p>	<ul style="list-style-type: none"> <li>– Carbon emissions by source.</li> <li>– Installed capacity of renewable and low carbon energy schemes (MW).</li> <li>– % of approved housing developments exceeding national standards for energy efficiency.</li> </ul>

Summary of impacts	Monitoring measures
<b>Flooding</b>	
<p>The majority of new development sites are at a low-risk of flooding. Some moderately constrained sites have been allocated, but mitigation measures ought to minimise flood risk and control potential increases in surface water run-off in these areas.</p> <p>This would be facilitated by site specific policies for strategic sites such as MN3, MN4, MN5 and MN6, and also through general plan policies (such as EQ8) that seek to:</p> <ul style="list-style-type: none"> <li>• manage and reduce flooding through the incorporation of SUDs into new developments;</li> <li>• protect and enhance open space and green infrastructure; <i>and</i></li> <li>• Secure upgrades to flood management and drainage infrastructure.</li> <li>• Achieve a reduction in run-off rates and volumes by 20% on brownfield developments.</li> </ul> <p>On balance, it is considered that the Local Plan would have a <b>neutral effect</b> in terms of flooding.</p>	<ul style="list-style-type: none"> <li>– Approvals in Flood Zones 2 and 3 % inappropriate.</li> <li>– Number of approvals on larger development sites with details of SuDs proposed and type.</li> <li>– % of brownfield development (by area) achieving a 20% reduction in run-off rates.</li> <li>– Total of homes and businesses classed at risk from flooding.</li> </ul>
<b>Environmental Quality</b>	
<p>The distribution of housing and employment development proposed in the Local Plan could have mixed effects in terms of environmental quality. On one hand, housing would largely be developed in accessible areas; which could help to minimise emissions off NOx from car travel. Conversely, increased development in some area could exacerbate air quality issues by increasing traffic, particularly along routes into the City / the Ports.</p> <p>There would also be a notable loss of agricultural land, although this is not considered in the context of the rural economy.</p> <p>However, The Local Plan also has policy measures in place that seek to ensure that human health and environmental assets are not affected by pollution and the quality of the environment is improved; for example:</p>	<ul style="list-style-type: none"> <li>– Area of new public open space approved.</li> <li>– Approvals in Public Open Space and % inappropriate.</li> <li>– Number of approvals on larger development sites with details of SuDs proposed and type.</li> <li>– Air quality at monitoring stations.</li> </ul>

Summary of impacts	Monitoring measures
<b>Environmental Quality (continued)</b>	
<ul style="list-style-type: none"> <li>• the Plan should help to bring vacant land and buildings back to use and remediate areas of contaminated land;</li> <li>• the use of SUDs should help to minimise negative effects and enhance positive effects on water quality;</li> <li>• the Plan should contribute towards enhanced walking, cycling and public transport infrastructure; <i>and</i></li> <li>• policy EQ5 requires development to ensure that there will be no worsening of air pollution.</li> </ul> <p>On balance, it is considered that the Local Plan would have a largely neutral effect on environmental quality provided that suitable mitigation (as presented in the Local Plan) is secured. However some minor negative effects would be inevitable due to the irreversible loss of agricultural land.</p>	<ul style="list-style-type: none"> <li>– Water Framework Directive River Status.</li> <li>– Vacant home rate.</li> </ul>
<b>Landscape</b>	
<p>The Local Plan largely directs development away from the most sensitive areas of landscape along the coast and in the open countryside.</p> <p>Although there is the potential for some negative effects on landscape character on development sites (at the edge of settlements and around the Port of Liverpool in particular), the plan policies should ensure that appropriate mitigation measures are in place to minimise impacts. Therefore, the effects are not considered to be significant.</p> <p>In combination, the development management policies are likely to have a positive effect on wider areas of landscape and countryside by seeking to enhance the connectivity of green infrastructure in urban areas and to protect coastal and countryside areas from inappropriate development.</p>	<ul style="list-style-type: none"> <li>– Approvals in the GB/safeguarded land and % inappropriate.</li> <li>– Area of new public open space /green infrastructure approved.</li> </ul>

Summary of impacts	Monitoring measures
<b>Landscape (Continued)</b>	
<ul style="list-style-type: none"> <li>• the Plan should help to bring vacant land and buildings back to use and remediate areas of contaminated land;</li> <li>• the use of SUDs should help to minimise negative effects and enhance positive effects on water quality;</li> <li>• the Plan should contribute towards enhanced walking, cycling and public transport infrastructure; <i>and</i></li> <li>• policy EQ5 requires development to ensure that there will be no worsening of air pollution.</li> </ul> <p>On balance, it is considered that the Local Plan would have a largely neutral effect on environmental quality provided that suitable mitigation (as presented in the Local Plan) is secured. However some minor negative effects would be inevitable due to the irreversible loss of agricultural land.</p>	
<b>Biodiversity</b>	
<p>The Local Plan proposes to locate development land away from the coastal areas, as these are the most sensitive areas in terms of habitats and species conservation. However, development away from the coast still has the potential to affect wildlife due to the importance of non-designated habitats that support the designated sites and also offer alternative locations for recreation for local residents.</p> <p>There is also potential for increased disturbance to wildlife as a result of increased traffic, and visitor pressure due to a growing population and the growth of Port related activities.</p> <p>Although some allocated sites for housing and employment are within close proximity to designated wildlife sites, and / or thought to contain important (or protected) species, the Local Plan should help to ensure that these effects are mitigated. This would be achieved through site specific policies for some strategic sites, and through more general policies that seek to protect and enhance environmental quality (including biodiversity).</p>	<ul style="list-style-type: none"> <li>– Approvals in or adjacent to International, National and Local nature sites and % inappropriate.</li> <li>– Approvals in Nature Improvements Areas and % inappropriate.</li> <li>– Development requiring compensation and % with appropriate schemes secured.</li> </ul>

Summary of impacts	Monitoring measures
<b>Biodiversity (Continued)</b>	
<p>The development management policies should also contribute towards the protection and enhancement of biodiversity by focusing on town, district and local centres for retail, jobs and recreation; thereby taking pressure away from the countryside and coastal areas.</p> <p>The Plan also recognises the importance of biodiversity assets to the local visitor economy, which will help to ensure that development is not detrimental to the natural environment upon which many local economic activities are reliant upon.</p> <p>On balance, it is considered that the effects on wildlife would be minor provided that suitable mitigation, enhancement and compensation are secured (<i>which the Plan seeks to achieve</i>). At this stage however, an <b>uncertain (negative) effect</b> has been recorded, as there is potential for cumulative adverse effects on wildlife, which cannot be ruled out.</p>	
<b>Culture and Heritage</b>	
<p>New development that is delivered within Sefton over the plan period could place additional pressure on existing areas historic value and open space by changing the setting within which heritage assets are located. However, the impacts on the historic environment would need to be established when determining planning applications for new development on the allocated sites.</p> <p>Most of the sites allocated for development do not contain designated heritage features within the main body of the site, but some features are located adjacent to or on the boundary of the site. It is anticipated that mitigation measures would be capable of rectifying these potential issues though. The cumulative effect of development is not thought to be significant, as development is spread somewhat across the Borough. Furthermore, the Local Plan policy measures also provide a strong approach to the protection and enhancement of natural and heritage assets, with a number of policies making it clear that development will not be acceptable unless it contributes positively to local character.</p> <p>The plan policies are also likely to support viable town, district and local centres, which should offer opportunities to protect and enhance the built environment, and secure improvements to the public realm.</p> <p>On balance, a neutral effect is anticipated, but further detailed assessment will be required for individual projects as they come forward.</p>	<ul style="list-style-type: none"> <li>- Densities in approvals for residential development (and % appropriate).</li> <li>- Heritage indicators tbc</li> </ul>



## **PART 4: WHAT ARE THE NEXT STEPS?**

## 17 INTRODUCTION (TO PART 4)

This Part of the SA Report explains the next steps that will be taken as part of the plan-making / SA process, including in relation to finalising the monitoring framework.

### 17.1 Consultation on the pre-submission Local Plan

The Local Plan was 'published' by the Council and consulted upon between 30th January to 27th March 2015. A draft SA Report was prepared and made available for consultation alongside the Plan so that Final representations could be made.

During this consultation period, the Council received two representations that related to the SA Report; and these are summarised and addressed in **Appendix V**.

### 17.2 Plan finalisation and adoption

The Council have not made any significant changes to the Plan in response to representations received during the pre-submission consultation; therefore the findings of the SA report remain unchanged with the exception of one change in response to English Heritage representations. This is detailed in **Appendix V**.

The Local Plan (and supporting documents such as this SA Report) will now be 'Submitted' for consideration by an Independent Planning Inspector at Examination. The Inspector will then judge whether or not the Plan is 'sound'.

Assuming that the Inspector does not request that further work be undertaken in order to achieve soundness, it is expected that the Plan will be formally adopted by the end of 2015. At the time of adoption an SA 'Statement' must be published that sets out (amongst other things):

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

Should there be a need to take account of modifications (and reasonable alternatives to major modifications) the SA Report would need to be updated (or an Addendum prepared) to reflect these changes.

### 17.3 Monitoring

At the current stage (i.e. within the SA Report), there is only a need to present measures *envisaged* concerning monitoring. As such, Table 16.1 suggests measures that might be taken to monitor the effects (in particular the significant effects) highlighted by the appraisal of the plan (see Part 3 of this SA Report).

## APPENDIX I: REGULATORY REQUIREMENTS

Annex I of the SEA Directive prescribes the information that must be contained in the SA Report; however, interpretation of Annex I is not straightforward. The table below explains how we (URS) interpret Annex I requirements.

<u>Annex 1</u>	<u>Interpretation of Annex I</u>		
<i>The report must include...</i>	<i>The report must include...</i>		
(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the Plan seeking to achieve?</i>	i.e. answer – <i>What's the scope of the SA?</i>
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>	
(c) the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level		
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'		
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	i.e. answer - <i>What's the 'baseline'?</i>	
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance		
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of / provide a methodological framework for appraisal	i.e. answer - <i>What are the key issues &amp; objectives?</i>	
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of why the alternatives dealt with were those that reasonably should have been)		
(i) a description of the measures envisaged concerning monitoring.	The likely significant effects on the environment associated with alternatives, including on issues such as ... ... and an outline of the reasons for selecting preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i>	
	The likely significant effects on the environment associated with the draft plan	i.e. answer - <i>What are the appraisal findings at this current stage?</i>	
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan		
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i>	

## APPENDIX II: ALTERNATIVES APPRAISAL (THE SPATIAL STRATEGY)

### Introduction

As described within Part 2 of the main SA Report document, an interim stage of plan-making / SA involved appraising the following alternative broad spatial approaches to housing and employment development in Sefton. Alternatives 2-5 have been appraised both with and without the proposed development of a strategic Port Logistics Site.

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

The appraisal findings are presented in full within this Appendix. The appraisal table should be read alongside the corresponding section of Part 2, where an explanation can be found of the degree to which the Council took on-board SA findings when determining the preferred approach as set out in the Publication Version of the Local Plan.

### Methodology



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

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the alternatives policy approaches under consideration. The ability to predict effects accurately is also limited by understanding of the baseline and (in particular) the future baseline. In light of this, where likely significant effects are predicted this is done with an accompanying explanation of the assumptions made.<sup>23</sup>

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

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

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

- |  |  |
|--|--|
|  Broadly positive effects |  Broadly negative effects |
| ? Uncertain effect   | - Negligible effects   |

<sup>23</sup> As stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210>): "Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."

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

SA Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)															
<b>Local centres</b>	Alt 1	↑	Alt 2(a)	↑	Alt 2(b)	↑	Alt 2(c)	↑	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↓↑	Alt 5	↓↑
	<i>Port logistics</i>		Alt 2(a)	↑↓	Alt 2(b)	↑↓	Alt 2(c)	↑↓	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↓↑	Alt 5	↓↑
	<p>With the exception of Alternative 1, there would be a loss of best and most versatile agricultural land with each of the alternatives. The amount and quality of land differs slightly between the alternatives, but overall, there would be a loss of land regardless of which option was pursued if higher levels of housing were to be delivered. At the level of growth (<i>and proposed sites for development</i>) under alternatives 2a, 2b and 2c it would be largely possible to avoid the most productive (Grade 1 and 2) land. Alternatives 3a and 3b would both lead to a greater loss of agricultural land, although 3b would be more likely to have an effect on Grade 1 and 2 land around Maghull, which is slightly more negative (↓) compared to 3a. Alternatives 4 and 5 would lead to the greatest loss of agricultural land, including Grade 1 and 2 land around Maghull and Grade 2 / 3 lands at Formby, Crosby and Southport. However, in the context of the total amount of best and most versatile agricultural land available within Sefton and the wider region, this loss would not be considered major.</p> <p>Whilst the loss of agricultural land at these locations would be notable in terms of land take (<i>with the potential for effects on recreation, biodiversity and drainage</i>), the effects on the rural economy are likely to be insignificant. This is demonstrated by the <i>Sefton Agricultural Land Study (2013)</i> which identified that ‘aspirational development’ at a scale of 700dpa would only result in a decrease of £168,000 and 3.7 jobs from agriculture. Whilst this has been recorded as a negative effect (↓) for alternatives 3a, 3b, 4 and 5, it is not considered to be significant in terms of affecting rural productivity or the ability to diversify.</p> <p>Alternative 1 does not seek to allocate any development outside the urban area, which is inherently positive in that it locates development in areas that typically have good access to services and will promote the use of existing centres, although population loss would occur resulting in fewer people using facilities. Each of the other alternatives also seeks to maximise development in the urban area, but realise that there is a need for Green Belt release. Given the largely urban nature of the Borough, the ‘rural’ areas (within the borough) are relatively close to the main centres of Southport, Formby, Crosby and Maghull. Therefore, development at most of the settlement boundaries is likely to be accessible to both urban and ‘rural’ communities and ought to support the viability of existing centres (which is considered to be positive for each alternative (↑)). For example, in most locations, the proposed Green Belt development sites would have good access to a local shopping parade or local centre. However, development in some locations (i.e. <i>land to the west of Maghull / land to the east of Churchtown</i>) would not be within ideal walking distance from a local centre or shopping parade. Having said this, it may be possible to provide new facilities at these locations.</p> <p><b>Port Logistics</b></p> <p>With the Port Logistics site included as part of each scenario, an increased loss of best and most agricultural land will occur (in addition to those effects discussed above). This is a negative effect for each alternative. For the same reasons discussed above though, these effects are not considered to be significant. In terms of local centres, no significant effects are anticipated.</p>															

	Alt 1	Alt 2(a)	Alt 2(b)	Alt 2(c)	Alt 3a)	Alt 3(b)	Alt 4	Alt 5	
	↑	↑	↑	↑		↓	↑	↑	
<i>Port logistics</i>						↓			
<b>Communities</b>	<p>Alternative 1 would direct growth entirely to the urban areas, which would seek to achieve regeneration of deprived areas such as parts of Bootle, Netherton and Southport. As there would be no Green belt release under this approach, it may be more likely that these regeneration aspirations are realised under this approach; which is a positive effect. However, the level of growth proposed would not support a growing population, which could mean that some people need to move away from communities that they associate with. It would also mean that there was a lack of adequate housing to support needs, and the number of new jobs created would be lower. As access to affordable decent housing and a job are key determinants of wellbeing, it is therefore likely that this option could have a <b>significant negative effect</b> in terms of perpetuating poverty in deprived areas. Alternatives 2a/b/c and 3a/b would support higher levels of growth, which would address some of these effects by providing more housing and community facilities to support a growing population. Alternatives 3-5 would also help to deliver (or exceed) the objectively assessed housing need, which would better support a growing population and would be more likely to deliver community benefits through securing new community facilities. These are determined to be <b>significant positive effects</b>. However, at higher levels of Green Belt release (under alternatives 4 and 5), regeneration of brownfield sites in the urban area may not come forward as early in the plan period.</p> <p>Levels of crime are unlikely to be significantly different under any of the alternatives. However, access to housing is known to be a determinant of (re)offending, so it is fair to assume that a lack of decent affordable housing (alternative 1, and to a lesser extent 2a, 2b and 2c) could have negative implications in the long term in terms of community safety.</p> <p>In terms of effects on local community identity, the majority of settlements would not see significant change to the size or form of the urban edge. It is therefore considered that effects on how communities view their areas would not be major. However, under alternatives 3b, 4 and 5, there would be significant changes to the scale and form of Maghull which could affect how communities identify with these areas. At higher levels of growth associated with alternatives 4 and 5, it may also be more likely to present capacity issues for certain community facilities such as schools and GPs. Whilst development can contribute to upgrades and new facilities, it may be difficult to find suitable sites in accessible locations to accommodate such a scale of growth.</p> <p>In terms of community involvement and decision making; it is clear from consultation responses that a large portion of communities are unsupportive of Green Belt release. Therefore, alternatives that involve significant Greenbelt release could have a negative effect on community spirit and willingness to engage in future decisions (due to apathy). In this respect, alternative 1 is positive as it reflects the 'community voice'. Alternatives 4 and 5 would be more likely to have a negative effect in this respect. Combined with the negative effects determined above, this is considered to be a <b>significant negative effect</b> for alternatives 4 and 5.</p> <p><b>Port Logistics</b></p> <p>In addition to those effects discussed above, development of this strategic site would provide greater job opportunities in areas of deprivation. This could have a <b>significant positive effect</b> for each of the alternatives. However for alternatives 2a, 2b and 2c, there would be a particular shortage of housing to support local population growth; therefore many of the jobs could be expected to be filled by commuters. However, there would still be better opportunities for existing communities. However, the development of this site would lead to a negative effect in terms of community identity, as it would effectively lead to a merging of Aintree and Maghull. For alternatives 3b, 4 and 5 in particular these effect would be adverse, especially when considered in the context of further housing and employment growth around Maghull and to the south of the Borough in general.</p>								



	Alt 1	Alt 2(a)	Alt 2(b)	Alt 2(c)	Alt 3a)	Alt 3(b)	Alt 4	Alt 5
		↓	↓↑	↓↑		↓	↓	↓?
<i>Port Logistics</i>			↑	↑	↑	↑↓	↓	↓

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

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

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

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

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

**Port Logistics**

The demand for local housing could increase significantly to match the expected increase in available jobs that would be generated by the inclusion of this strategic employment site. Therefore, alternatives 2a, 2b, 2c, 3a and 3b would be less likely to be able to meet this higher need for housing, and / or there would be higher levels of in-commuting. The effects are likely to be **significant** for alternative 2a, 2b and 2c. Alternatives 4 and 5, would be better placed to accommodate an increased demand for housing, and therefore, a **significant positive effect** would still be anticipated. For alternatives 3a and 3b, the effects on the baseline would



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

<b>Healthy environments</b>	Alt 1	↑	Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4	↑	Alt 5	↑
	Port logistics		Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↑	Alt 4	↑	Alt 5	↑
	<p>Alternative one would be less likely to result in the loss of land in the Green Belt, which may be used for informal recreation (<i>or formal recreation where a diversification in the use of agricultural land would be possible</i>). There would therefore be negligible effects on the availability of open and green space for recreation (<i>which is known to have a positive effect on health and wellbeing</i>). Alternatives 2a, 2b and 2c would each require the release of some Green Belt land, which could therefore have some minor negative implications in terms of affecting access to green space and areas of ‘openness’. Alternatives 3a and 3b would have similar effects but on a slightly greater scale. Alternatives 4 and 5 would have a <b>significant negative effect</b> as there would be a need to release a substantial amount of Green Belt land. Conversely, new development at strategic sites could offer the opportunity to enhance access to open space on land that is currently in agricultural use or poorly accessible to the public. This could have positive effects (↑) for new and existing adjacent communities.</p> <p>Increased population growth will put pressure on such health services, but this would be anticipated irrespective of the Local Plan strategy, so impacts are determined to be negligible for alternatives 2a, 2b, 2c, 3a and 3b. However, at higher levels of growth, the additional housing is considered likely to have a more significant effect on the capacity of health services.</p> <p><b>Port logistics</b></p> <p>The development of a large employment site on sensitive Green Belt land could have some localised negative effects in terms of affecting perceptions of neighbourhood quality and amenity. This would be a particular issue for alternatives 3b, 4 and 5, as the site for port logistics would be adjacent to a number of sites proposed for housing development. Therefore, these sites could be affected by noise, traffic, light and other amenity issues (although mitigation could help to reduce these effects).</p>															

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

Flooding	Alt 1	-	Alt 2(a)	?	Alt 2(b)	?	Alt 2(c)	?	Alt 3a)	?	Alt 3(b)	?	Alt 4	↓	Alt 5	↓
	Port logistics		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
	<p>Under each alternative, the majority of development could be delivered in areas that are not at major risk of flooding. Plan policies would also seek to reduce the effects of new development on flood risk through the requirement for sustainable drainage systems. At higher levels of development there would be a need to release some areas of Green Belt that fall within areas of Flood Zone 2, although it is likely that site layout and mitigation measures could be secured to reduce risks. A higher amount of growth would be more likely to affect natural drainage patterns and could put increased pressure on sewerage and drainage infrastructure. Infrastructure improvements would be necessary, as would the need to deliver SUDS. At this stage it is not possible to be entirely sure that these effects could be mitigated; therefore a potential negative effect has been recorded for alternatives 4 and 5.</p> <p>For some developments, it may actually be possible to reduce rates of run off and improve flood retention through the adoption of SUDs as part of wider green infrastructure schemes. These measures are more likely to be feasible for larger strategic sites that offer greater opportunities to incorporate open space. The effects are considered to be uncertain at this stage.</p> <p><b>Port logistics</b></p> <p>Over 40% of the proposed site for port logistics falls within flood zone 2, and therefore presents some significant constraints for development in this location. A potential negative effect has been recorded at this stage for each alternative, as it is unclear whether these effects could be fully mitigated.</p>															
Environmental quality	Alt 1	↑	Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↓↑	Alt 4		Alt 5	
	Port logistics		Alt 2(a)	↓↑	Alt 2(b)	↓↑	Alt 2(c)	↓↑	Alt 3a)	↓↑	Alt 3(b)	↑	Alt 4		Alt 5	
	<p>All of the alternatives seek to maximise the use of brownfield land, and this will help to encourage the reuse of vacant land and buildings. This is recorded as a positive effect (↑) for alternatives 1-3b, though the effects are not considered to be significant.</p> <p>However, at higher levels of development associated with alternatives 2 – 5, there will be an inevitable and increasing loss of greenfield land. This could have negative effects on the ability to maintain natural drainage patterns (<i>although SUDs should help to mitigate these effects</i>), and would lead to the loss of best and most versatile agricultural land. Therefore, for alternatives 2-5, negative effects (↓) could be expected, though these are not anticipated to be significant</p> <p>For the alternatives that seek to deliver higher levels of development, there is also a possibility that allocation of Green Belt land could delay investment in sites in the urban area (which are less attractive); thus having a negative effect on the drive to secure regeneration in the urban areas. Alternative 5 could be expected to have <b>significant negative effects</b> in this respect, as it might also lead to development being directed outside of Sefton rather than to the urban areas. The Local Plan could mitigate these effects to an extent by seeking to phase development at Green Belt sites towards the latter period of the Local Plan.</p>															

For alternative 1, there would be a shortage of greenfield sites for development, so it is possible that there would be a greater focus on development of sites in the urban area, including securing the support necessary to make developments feasible and viable. This is considered a positive effect (↑) in terms of environmental enhancement and protection.

Increased traffic movements associated with alternatives 4 and 5 could have a negative effect on air quality in urban areas that are already congested and would experience considerable growth in housing under these scenarios. **Significant negative effects have been recorded for alternatives 4 and 5.**

#### **Port Logistics**

In addition to the effects described above, the inclusion of the proposed site for port logistics would lead to the loss of further best and most versatile agricultural land (over 20 hectares). This is a negative effect for each alternative. The development would also lead to potential effects on water quality (through run off into the River Alt for example), and present amenity issues for surrounding communities (noise, vibration etc). These effects would be more pronounced for alternatives 3b, 4 and 5, due to the additional [cumulative] effects of development upon communities in Maguhll and Aintree. These alternatives also propose housing development adjacent to the proposed port logistics site, which could present particular amenity issues for these residents.

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

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

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

	Alt 1	-	Alt 2(a)	?	Alt 2(b)	?	Alt 2(c)	?	Alt 3a)	?	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
	Port logistics		Alt 2(a)	↓	Alt 2(b)	↓	Alt 2(c)	↓	Alt 3a)	↓	Alt 3(b)	↓	Alt 4	↓	Alt 5	↓
<b>Culture and Heritage</b>	<p>Each alternative will include an element of regeneration, which could be positive in terms of improving the public realm and perhaps securing a productive use for heritage assets. It is considered unlikely that increased development in the urban area would have a negative effect on heritage assets and their settings in these areas, as the Local Plan objectives already make it clear that protection and enhancement of cultural heritage is vitally important to the Borough’s environmental and economic strengths.</p> <p>However, with the exception of alternative 1, each alternative involves a degree of development in the Greenbelt. There are a range of heritage features in a ‘<i>rural setting</i>’ that could therefore be affected by development. The extent of impacts would depend upon both the scale and design of developments as well as the cumulative effects of development in any one area. At this stage it is difficult to determine what these effects would be, but a general discussion of the merits of each alternative has been presented below.</p> <p>Most of the sites presented for development do not contain designated heritage features within the main body of the site, but some features are located adjacent to or on the boundary of the site. For example, Old Gore Farmhouse and associated buildings are listed buildings on the boundary of a Green Belt site to the north west of Maghull. At present, this is entirely within a ‘rural setting’ and is not enclosed or abutted by built up areas. In this instance, the proposed development would extend the settlement edge of Maghull/Lydiat much closer to Old Gore Farmhouse, which would have the potential to alter the setting of these heritage features. Mitigation measures might need to include ‘softer edges’ to the development to help retain an element of openness.</p> <p>In other areas, such as sites to the south east of Churchtown, the nearest designated heritage assets at Meols Hall are over 300metres away and already ‘<i>partially contained</i>’ by existing built up areas. The effects on the settings of these features might therefore be less pronounced compared to development around Maghull described above. Therefore, alternatives 3b, 4 and 5 (<i>which focus on the south of sefton</i> at Maghull) are considered more likely to have a negative effect (↓) than the alternatives that spread development across the borough or focus on the north of the Borough (alternatives 2a, 2b, 2c and 3a for example).</p> <p><b>Port logistics</b></p> <p>In addition to the effects discussed above, the inclusion of the proposed site for port logistics would be likely to have a significant negative effect on the setting of Woodhall Farm (grade II listed). The site may contain also some archaeological interest. Although mitigation measures may help to minimise effects, the scale of development would mean that negative impacts were inevitable. A negative effect has therefore been recorded for each alternative.</p>															



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

## **Summary / Comparison (Without port logistics)**

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

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

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

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

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

## **Summary / Comparison (With port logistics)**

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

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

Despite these effects, the inclusion of the site would have clear economic benefits, and would help to meet strategic employment needs. This level of development would bring significant investment into the Borough, which would have a significant positive effect on the Council's regeneration objectives. Notably, the site would

be easily accessed by local communities, many of which fall within the 20% and 10% most deprived in the Country. It is also important to note though that the site would be likely to attract a significant amount of commuters from the wider area.

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

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

## APPENDIX III: USING THE SA FRAMEWORK TO IDENTIFY SITE ASSESSMENT CRITERIA

This appendix sets out how Sefton’s Sustainability Appraisal Objectives have been used as a framework for identifying appropriate site appraisal criteria. The Sustainability Appraisal objectives which make up the SA Framework have been developed over a number of years following an assessment of the key sustainability issues in Sefton.

The Sustainability Appraisal objectives were developed to appraise the Plan as a whole and thus are not particularly suited for appraising the merits of individual sites. Nevertheless, the agreed list of sustainability objectives provide an appropriate framework for determining what site selection criteria should be considered when assessing potential development sites for the Local Plan.

The table below sets out the linkages between the SA Framework Sustainability Objectives and the criteria which have been identified to assess potential site allocations:

Sustainability Objective	Site selection criteria arising from the Objective
<b>1. Encourage economic growth and investment</b>	Can the development provide or cross-subsidise the provision of new employment land?  All major residential, employment, and mixed use developments will create jobs and investment. This is a common benefit to all sites and cannot be used to distinguish between potential allocations.
<b>2. Reduce unemployment and improve skills</b>	Is the site within a deprived area with high unemployment? (of particular relevance to employment sites)
<b>3. Support the rural economy</b>	What proportion of the site ‘best and most versatile’ agricultural land? What proportion of the site is Grade, 1, 2, or 3a?
<b>4. Maintain vibrant town, local and village centres</b>	Is the site within walking distance to local and district centres and shopping parades?
<b>5. Provide the required infrastructure to support growth</b>	Can the site be satisfactorily accessed?  Is there sufficient capacity in the highways network to accommodate the development?
<b>6. Reduce inequalities and social deprivation</b>	Would development of the site Contribution towards regeneration?  Would an employment allocation create jobs in an area of high unemployment?
<b>7. Reduce crime and improve safety</b>	Neutral impact for all sites, and therefore not distinguishable for site selection purposes
<b>8. Meet Sefton’s diverse housing needs</b>	Will the development help to meet local affordable housing, or other specialist housing needs?
<b>9. Provide better access to services and facilities, particularly by walking, cycling and public transport</b>	Is the site accessible to schools, services, and public transport?

Sustainability Objective	Site selection criteria arising from the Objective
<b>10. Provide environments that improve health and social care</b>	<p>Is the site accessible to open space?</p> <p>Is the site of ecological value?</p> <p>Does the site contain a right of way?</p>
<b>11. Strengthen communities and help people to be involved in local-decision making</b>	Neutral impact for all sites, and therefore not distinguishable for site selection purposes
<b>12. Adapt and mitigate to climate change</b>	<p>Is the site subject to flood risk?</p> <p>Is the site accessible to public transport?</p>
<b>13. Reduce the risk from flooding</b>	Is the site subject to flood risk?
<b>14. Reduce pollution</b>	<p>Is the site potentially subject to contamination or other ground condition issues?</p> <p>Is the site of ecological value?</p>
<b>15. Reduce waste and the use of natural resources</b>	Neutral impact for all sites, and therefore not distinguishable for site selection purposes
<b>16. Protect Sefton's valued landscape, coast and countryside</b>	<p>Is the site subject to any landscape or other sensitive designation?</p> <p>Would the development affect any protected trees?</p>
<b>17. Bring back into use derelict and underused land and buildings</b>	Would the development re-use previously developed land?
<b>18. Protect and enhance biodiversity</b>	Is the site of ecological value?
<b>19. Protect and enhance Sefton's culture and heritage</b>	Would the development have an impact on a designated heritage asset, or the setting of a designated heritage asset?
<b>20. Provide a quality living environment</b>	Neutral impact for all sites, and therefore not distinguishable for site selection purposes
<b>21. Land Resources</b>	Would the development re-use previously developed land?

## **APPENDIX IV: SPATIAL DISTRIBUTION OPTIONS**



This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Southport. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Formby. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

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This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Crosby & Hightown. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Bootle & Netherton. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

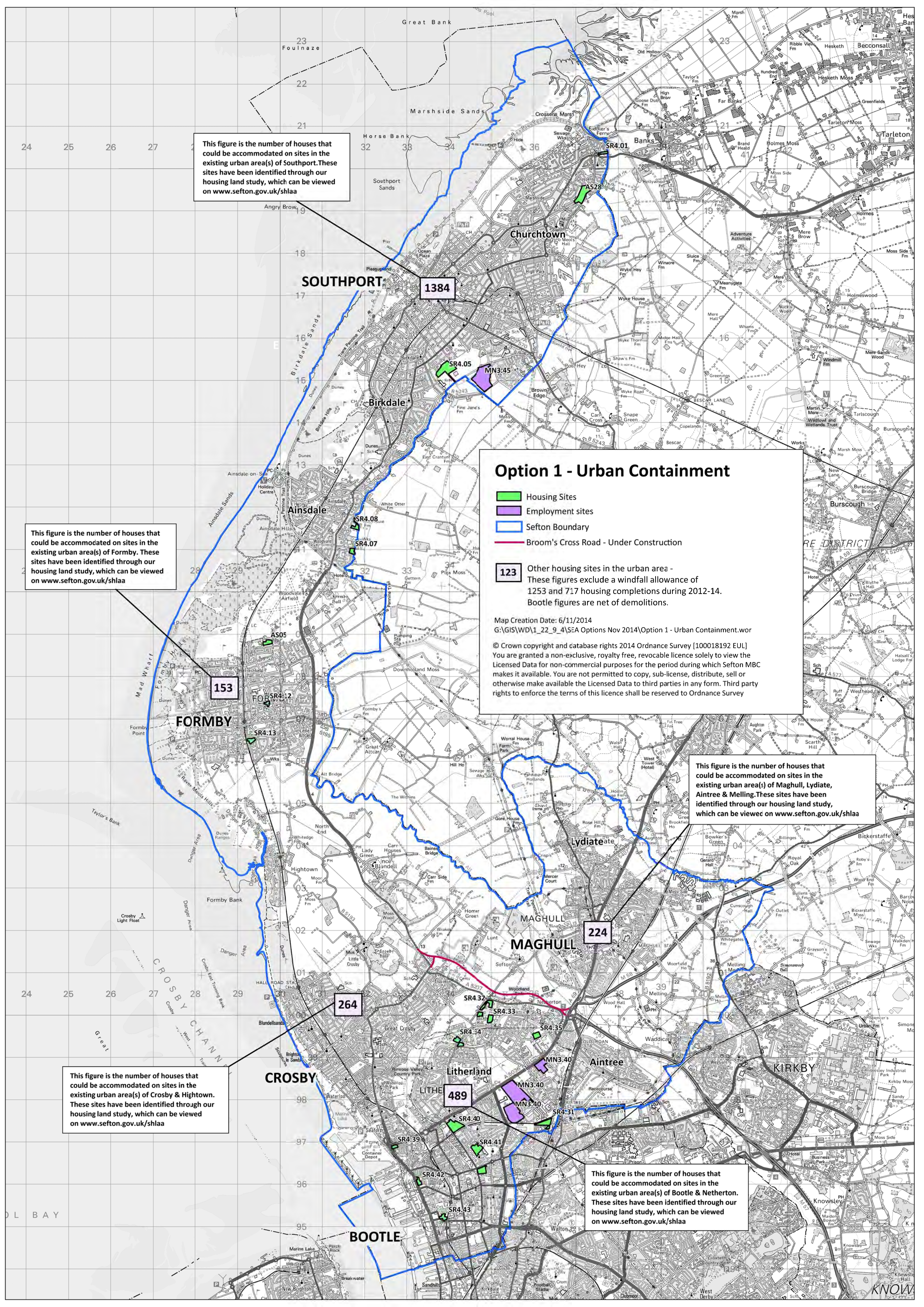
### Option 1 - Urban Containment

- Housing Sites
- Employment sites
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area -  
 These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14.  
 Bootle figures are net of demolitions.

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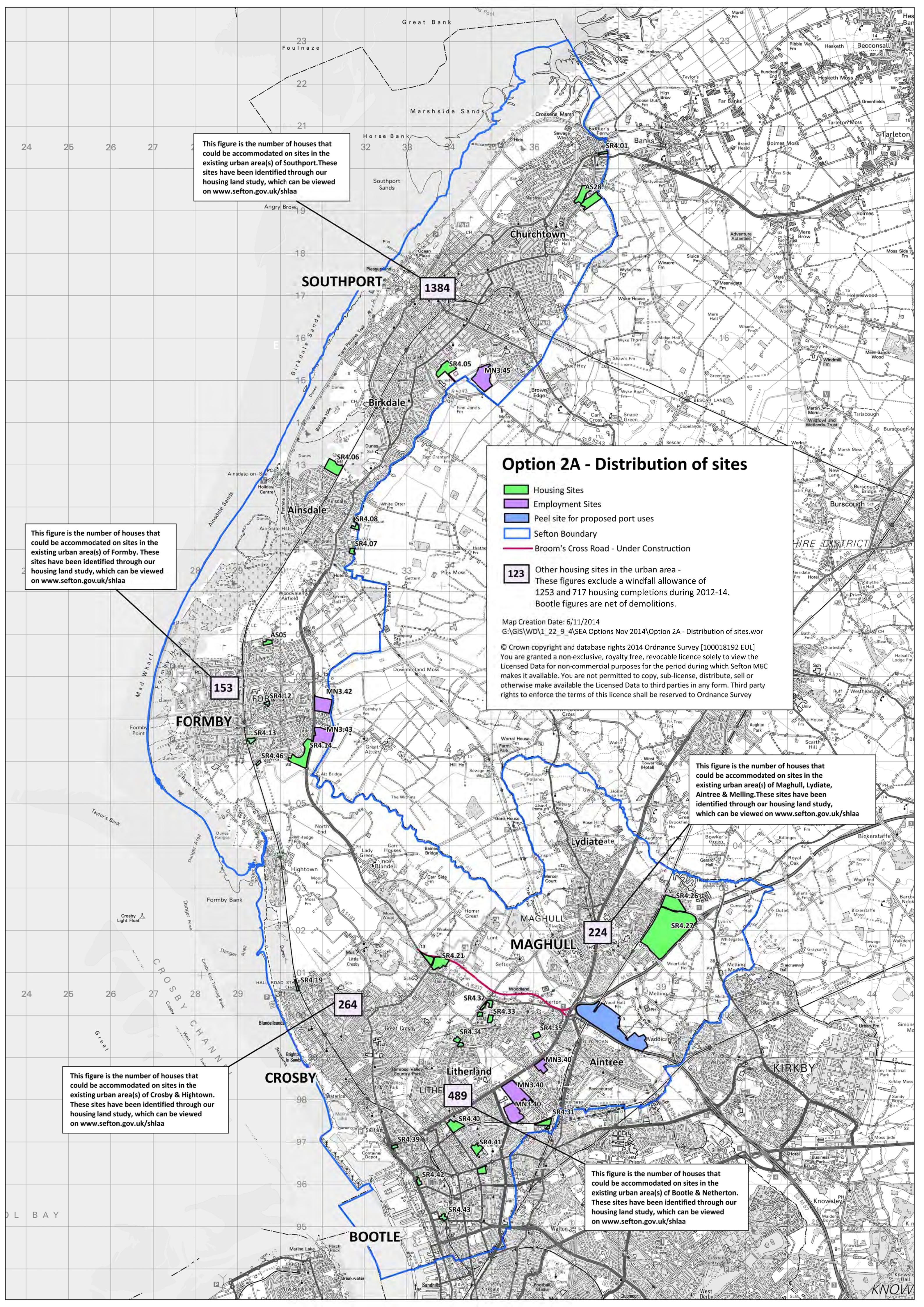
### Option 2A - Distribution of sites

- Housing Sites
- Employment Sites
- Peel site for proposed port uses
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area - These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14. Bootle figures are net of demolitions.

Map Creation Date: 6/11/2014  
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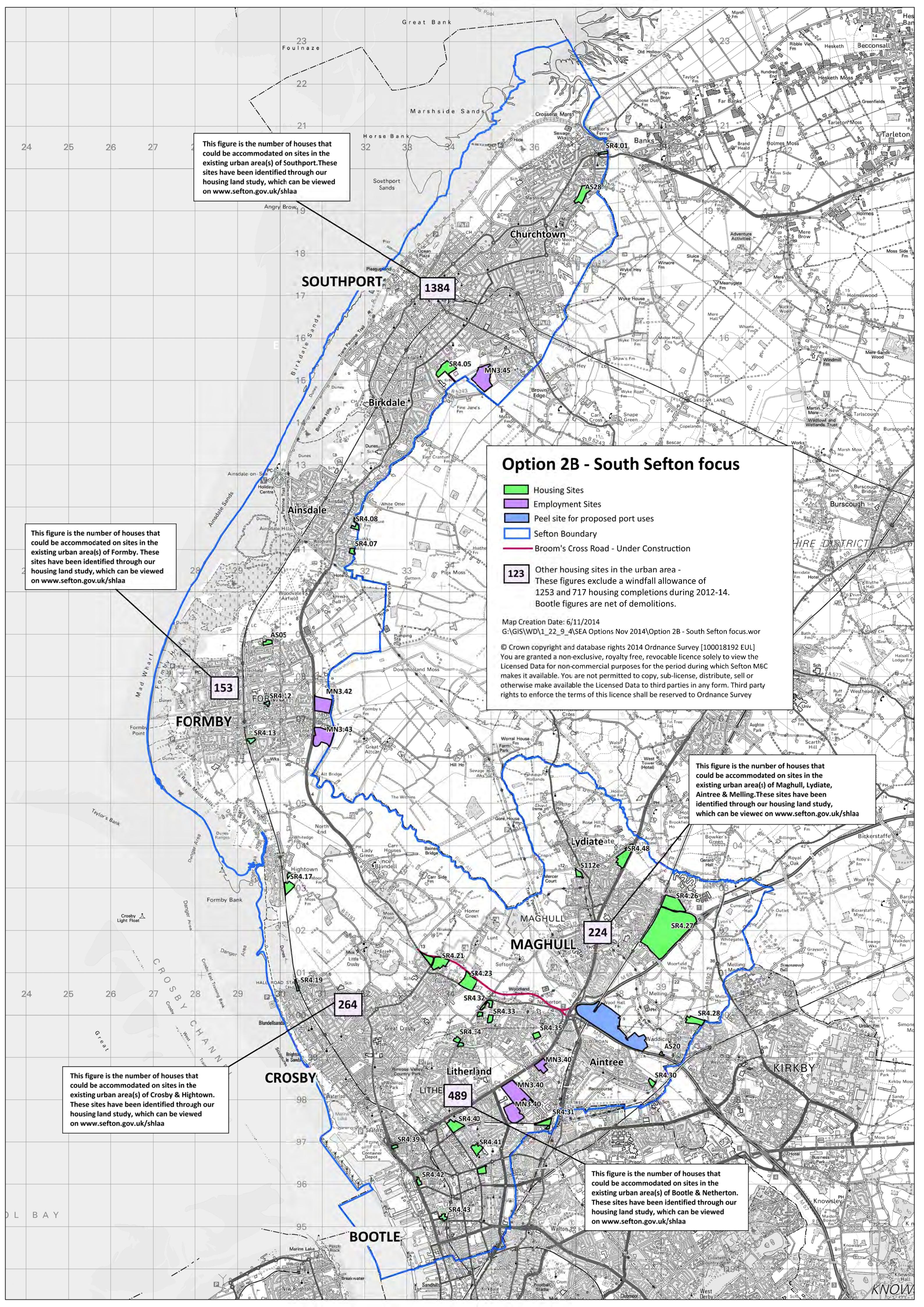
### Option 2B - South Sefton focus

- Housing Sites
- Employment Sites
- Peel site for proposed port uses
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area - These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14. Bootle figures are net of demolitions.

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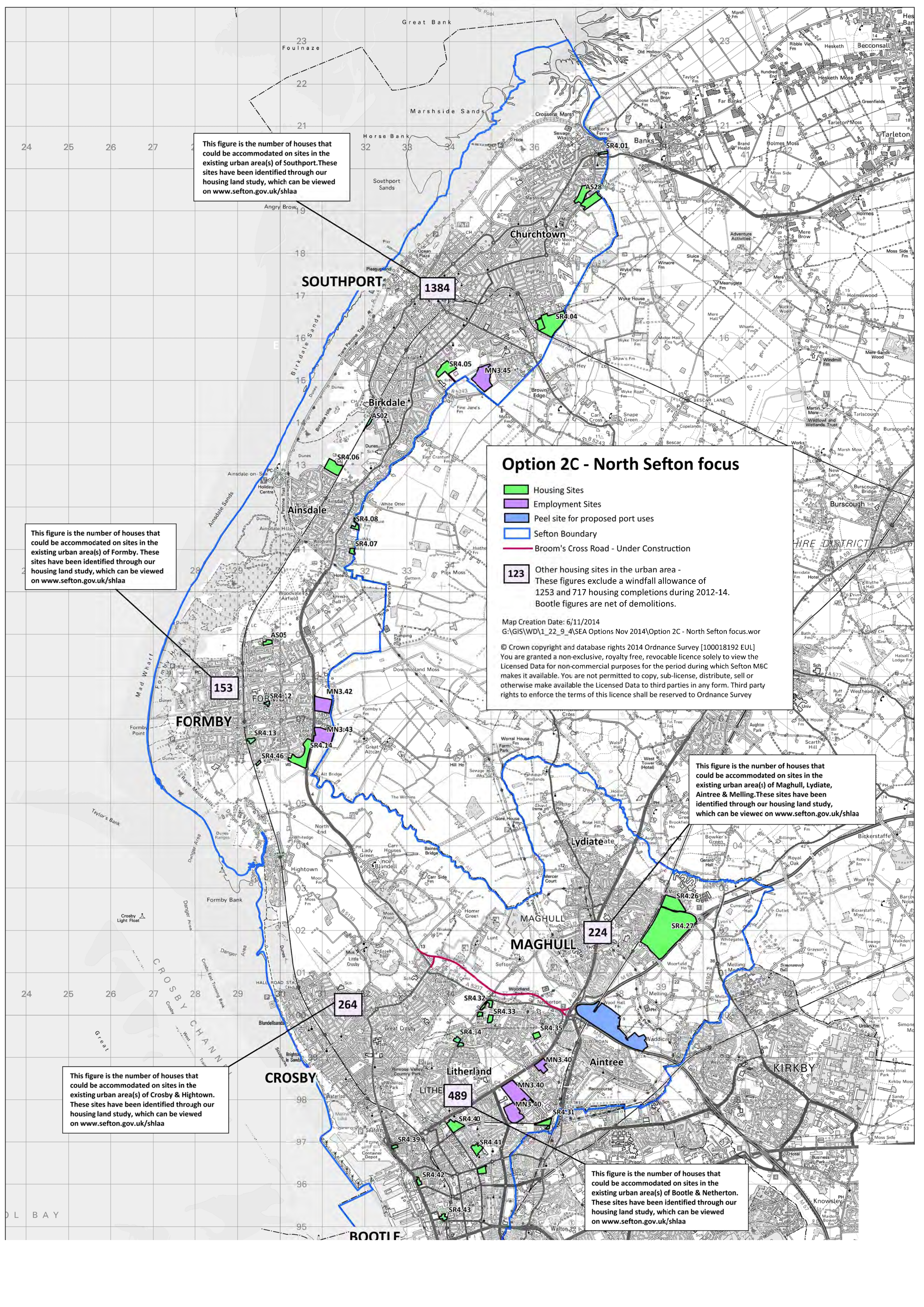
### Option 2C - North Sefton focus

- Housing Sites
- Employment Sites
- Peel site for proposed port uses
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area - These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14. Bootle figures are net of demolitions.

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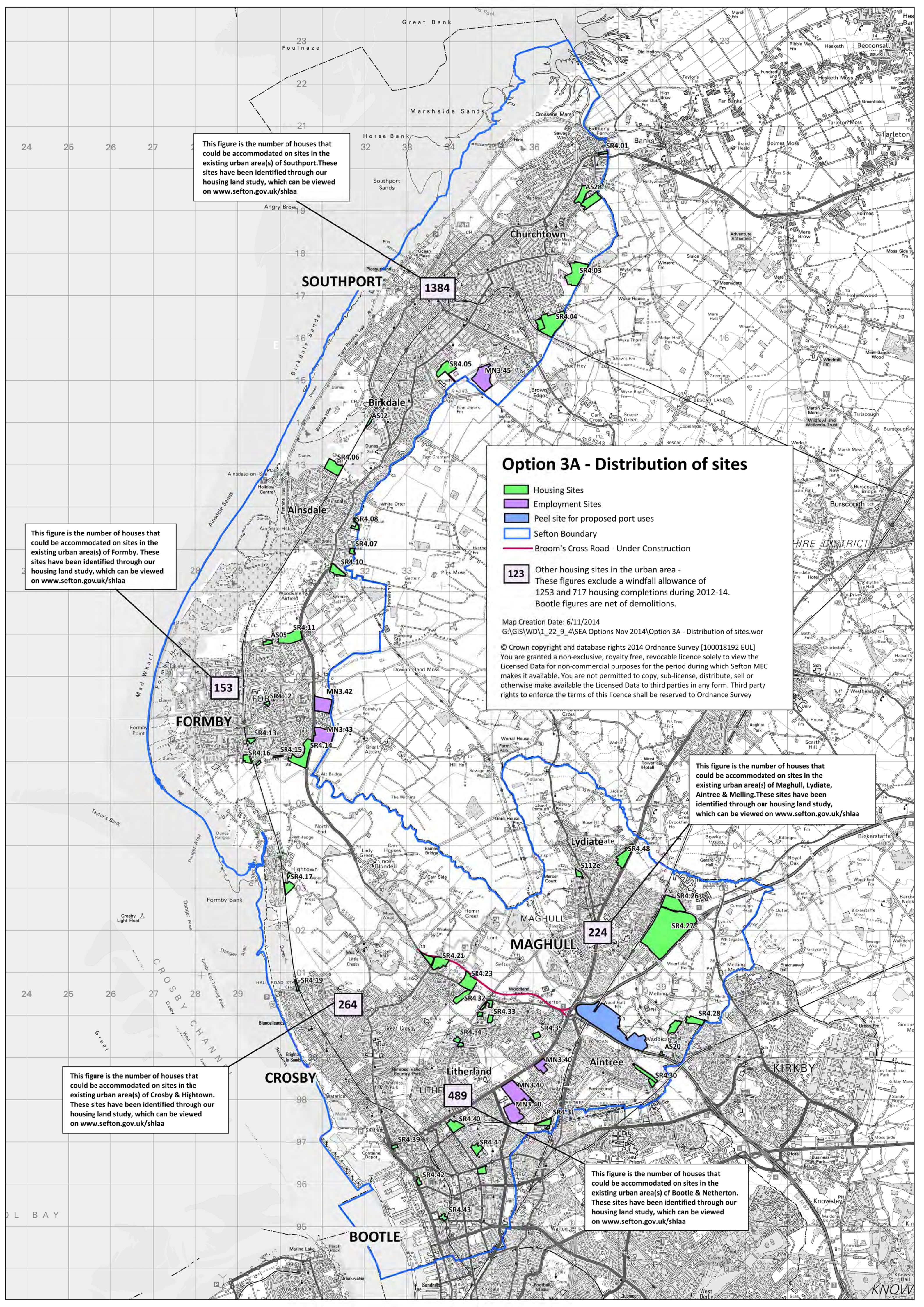
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### Option 3A - Distribution of sites

- Housing Sites
- Employment Sites
- Peel site for proposed port uses
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area - These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14. Bootle figures are net of demolitions.

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This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Crosby & Hightown. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Bootle & Netherton. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

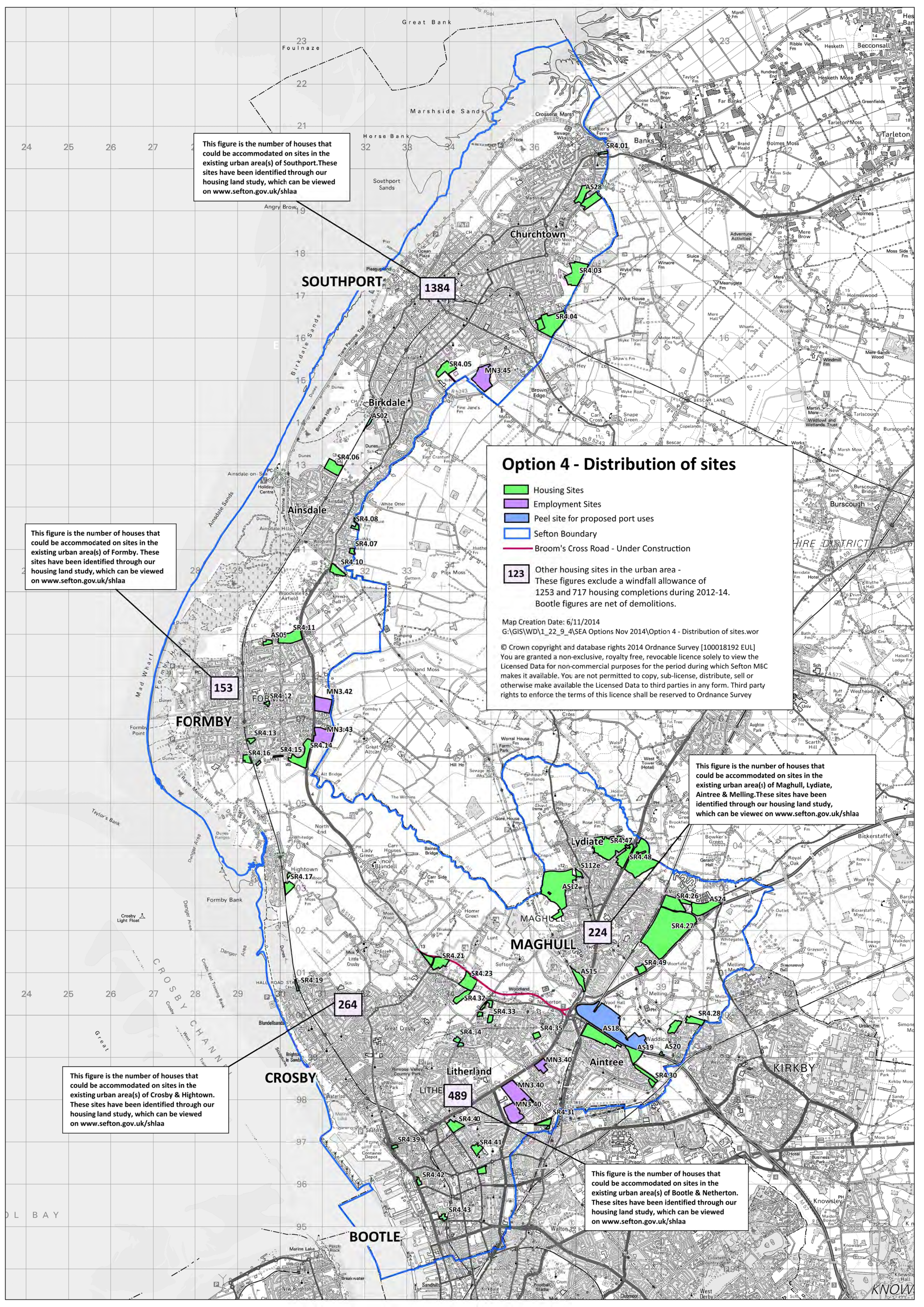
### Option 4 - Distribution of sites

- Housing Sites
- Employment Sites
- Peel site for proposed port uses
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area - These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14. Bootle figures are net of demolitions.

Map Creation Date: 6/11/2014  
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This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Southport. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Formby. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Maghull, Lydiate, Aintree & Melling. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Crosby & Hightown. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

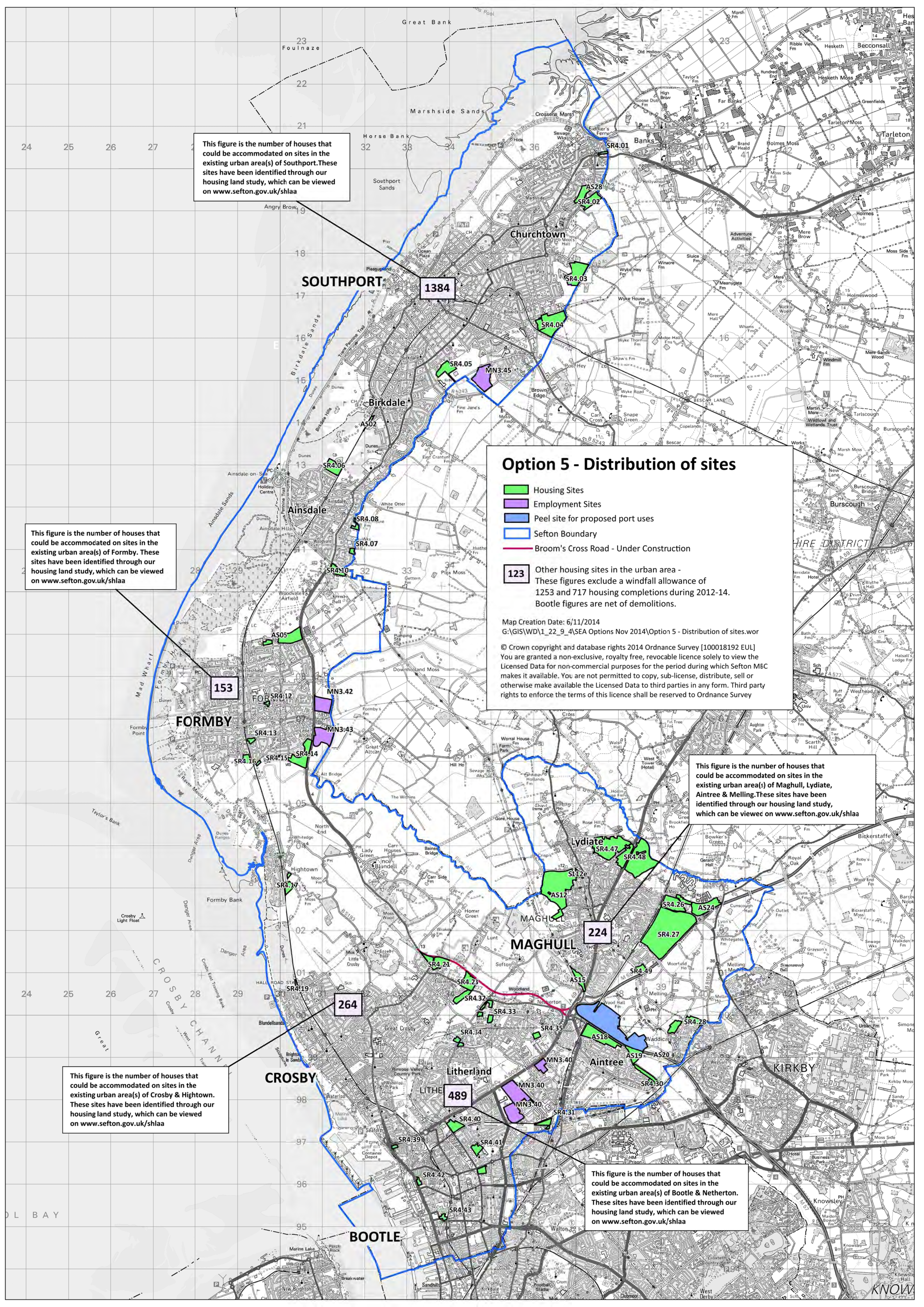
This figure is the number of houses that could be accommodated on sites in the existing urban area(s) of Bootle & Netherton. These sites have been identified through our housing land study, which can be viewed on [www.sefton.gov.uk/shlaa](http://www.sefton.gov.uk/shlaa)

### Option 5 - Distribution of sites

- Housing Sites
- Employment Sites
- Peel site for proposed port uses
- Sefton Boundary
- Broom's Cross Road - Under Construction

**123** Other housing sites in the urban area - These figures exclude a windfall allowance of 1253 and 717 housing completions during 2012-14. Bootle figures are net of demolitions.

Map Creation Date: 6/11/2014  
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## APPENDIX V: PRE PUBLICATION CONSULTATION RESPONSES

Representations on matters relating to the SA	Response
<p><b>P.496 (Alan Watson)</b></p> <p>The Sustainable Development Commission (SDC) was a non-departmental public body responsible for advising the UK Government on sustainable development. It was set up in 2000 and closed in 2011. The website is still accessible as an archive, but the SDC is not referred to by SMBC, nor URS advising SMBC and certainly is not referred to in the Local Plan at all. In view of its direct relevance this omission is difficult to understand.</p>	<p>The SA Report contains a list of relevant policies, plans and programmes that set out sustainability principles, objectives and targets (the contextual review). This is a comprehensive review which draws upon the Government's view on sustainability appraisal and has informed the approach to the SA. It is not thought relevant to reference the SDC, as this is now defunct. The SDC also acted as an independent advisor to government, and so its ideas and principles were taken into consideration in a range of Government strategies and policies that are included in the contextual review.</p>
<p><b>P.496 continued...</b></p> <p>access to schools and doctor's surgeries (already oversubscribed) as well as the nearest shops and pharmacies would be difficult for any individual or family with or without a car. For example traffic congestion around Churchtown Primary School (the main primary school in the area) is very heavy at arrival and leaving times. Saturation parking extends to up to 800 metres from the school, and also along Bankfield Lane with parents walking their children through the Botanic Gardens to the school.</p>	<p>The site appraisal for SR4.03, which includes sustainability considerations, identifies that access to a primary school is within 800m for over 99% of the site. Over 50% of the site is also within 800m of a local centre (i.e. shops). It is acknowledged that access to a GP on foot is does not have ideal accessibility, but nevertheless, 93% of the site falls within 1200m of a GP which is considered to be 'medium accessibility'.</p>
<p><b>P.496 continued...</b></p> <p>Public transport (the local bus service) would be relatively inaccessible (about one kilometre's walk away with no continuous pavement on the relevant side (south) of Moss Lane at the Old Links Gold Course). The provision of a dedicated bus service to the proposed estate would be impractical and uneconomic.</p>	<p>The site appraisal identifies that frequent bus stops exist between 400-800m for 65% of the site.</p>
<p><b>P.496 continued...</b></p> <p>There is risk of flooding for the area of proposed housing development SR4.03.</p>	<p>As identified in the site appraisal, the entire site is in Flood Zone 1 once existing flood defences are taken into account, as confirmed by the SFRA.</p>
<p><b>P.496 continued...</b></p> <p>In the earlier Draft Plan (of which I do not have a copy, and can no longer access) SMBC proposed a second site for development in Churchtown (SR4.04) comprising 4.7 hectares. In the current Local Plan three additional sites are proposed nearby: AS01 (15.5 hectares), AS28 (6 hectares) and SR4.04 (22.2 hectares). The total area of all these sites taken together is 48.4 hectares, of which 43.7 hectares is newly added. The site SR4.03 is 19.7 hectares. Therefore the new sites identified, if not more constrained than SR4.03, offer over twice the area for possible housing development as SR4.03. The use of SR4.03 is therefore unnecessary, even if such a large number of new dwellings in this area were needed and could be accommodated, which has not been established and presented in SMBC's Local Plan.</p>	<p>The Council has taken the decision (based upon the evidence) that all sites allocated in the Local Plan are necessary for its delivery. This includes all those allocated sites identified in the 'Churchtown' area including SR4.04, AS01, and AS28. The reasons for allocating or not allocating strategic sites is provided on each site proforma in the site assessment.</p>

Representations on matters relating to the SA	Response
<p><b>English Heritage (P648a)</b></p> <p>In view of the comments on the Local Plan policies for the historic environment, English Heritage disagrees with the SA that Policy NH 1 sets out the development principles for protecting heritage assets, which requires development to avoid losses or harm to historic features and their settings. In addition, we also disagree with the SA which also states that Policies NH9- 1 4 build upon these principles by making it clear that development will only be permitted where it contributes to the protection or enhancement of designated and non-designated heritage assets and their settings. It is considered that together they will not have a significant positive effect on the baseline position rather a negative effect, as it does not put forward a positive strategy for the historic environment and the Plan does contain strategic policies for the conservation and enhancement of the historic environment that can be applied locally.</p> <p>In addition, English Heritage disagrees with the Sustainability Appraisal, in particular that Policies ED6 and ED7 will have positive implications for the historic environment. These Local Plan policies do not provide a strong approach to the protection and enhancement of heritage assets or offer opportunities to protect and enhance the built environment, and secure improvements to the public realm. The historic environment in Southport makes a significant contribution to its attractiveness as a place to live, work and visit and the policies lack any strategy for its historic environment. Therefore, it is considered that they will have negative implications for the historic environment.</p>	<p>We disagree that the policies relating to heritage would have a negative effect on the historic environment (i.e. SA Objective 19).</p> <p>The SA framework asks the following questions?</p> <p><i>Will the plan preserve or enhance Sefton’s cultural and heritage assets?</i></p> <p><i>Does the plan provide sufficient opportunity and encouragement for regeneration activity and improvements to cultural heritage?</i></p> <p>The policies included in the Plan (specifically NH1 and NH9-14) would at the minimum ensure that development proposals avoid harm to heritage assets and their settings and seek to enhance where possible. These general principles are mirrored in the NPPF, so it could be argued that these requirements would need to be upheld in the absence of the plan. In this scenario though, the effects of these policies would be neutral at worst. However, it is considered that these policies (as they seek to <u>enhance</u> the historic environment and promote regenerate communities) ought to have a positive effect. A significant positive effect was recorded against SA Objective 19 in the SA Report for policies (NH1 and NH9-14) at pre-submission consultation. This has been amended to a <b>not significant positive effect</b> to reflect English Heritages advice and concerns in this representation.</p> <p>It should be noted that the SA does not identify that ED6 and ED7 would have ‘significant’ positive effects. The SA merely identifies that the principles within these policies ought to be positive for the historic environment given that they seek to regenerate areas that are vacant, underused and in need of investment (a factor highlighted in the SA Framework). This includes encouraging the reuse of listed buildings, which provided that design is appropriate ought to have a positive effect on these assets, as they are brought into productive use. We therefore disagree that policies ED6 and ED7 would have a negative effect on the historic environment.</p> <p>It is important to assess the effects of the plan as a whole, rather than looking at policies in isolation. The overall conclusion is that the plan would have a neutral effect on the historic environment. There is potential for some enhancement through policies in the plan that promote regeneration and enhancement of the historic environment (as discussed above). However, the SA also acknowledges that the increased scale of growth and the strategic allocations could have an adverse effect; hence an uncertain effect is identified in this respect. These issues are more suitably explored at a project level.</p>



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