
Report to: Council

Date of Meeting: 22 January 2015

Subject: Local Plan for Sefton: Publication Draft Plan

Report of: Director of the Built Environment

Wards Affected: All

Is this a Key Decision? Yes

Is it included in the Forward Plan? Yes

Exempt/Confidential No

Purpose/Summary

To present to Members the Publication Draft Plan, a key stage in the preparation of Sefton's Local Plan, and ask Members to approve the Plan for Publication. The Plan sets out issues and challenges facing Sefton and includes:

- a vision for Sefton looking ahead to 2030
- a strategy for how Sefton's housing, business and other development needs can be met given the spatial challenges and numerous constraints which affect the borough
- development management policies to help guide development and provide a policy framework for making decisions on planning applications
- detailed site allocations showing how needs can be met
- details of the Publication period and next stages.

This is an important corporate strategy document which is being developed within the statutory planning framework. The Publication stage is an advanced stage in the process of adopting a Local Plan.

That **Council** approves the following:

- (i) the Local Development Scheme as set out in Section 2.6 and Annex A of this report
- (ii) the Authority Monitoring Report as set out in Section 20 of the report
- (iii) the further evidence which supports the Draft Plan, as outlined in Section 21 of the report, for consultation
- (iv) the Draft Plan for publication
- (v) the approach to notifying people of the Draft Plan, as outlined in Section 22 of the report
- (vi) grant delegated powers to the Director of Built Environment to make minor editorial changes to the draft Plan before it is published, as referred to in Section 23.1 of the report
- (vii) following the end of the publication period, and subject to there being no material change of circumstances, authorise the draft Plan to be submitted to the Secretary of State for examination.

Agenda Item 8

How does the decision contribute to the Council's Corporate Objectives?

| | <u>Corporate Objective</u> | <u>Positive Impact</u> | <u>Neutral Impact</u> | <u>Negative Impact</u> |
|---|---|------------------------|-----------------------|------------------------|
| 1 | Creating a Learning Community | ✓ | | |
| 2 | Jobs and Prosperity | ✓ | | |
| 3 | Environmental Sustainability | ✓ | | |
| 4 | Health and Well-Being | ✓ | | |
| 5 | Children and Young People | ✓ | | |
| 6 | Creating Safe Communities | ✓ | | |
| 7 | Creating Inclusive Communities | ✓ | | |
| 8 | Improving the Quality of Council Services and Strengthening Local Democracy | ✓ | | |

Reasons for the Recommendation:

To ask Members to consider the content of the Draft Plan and to request they approve it for publication and subsequently for examination.

What will it cost and how will it be financed?

(A) Revenue Costs

It is estimated that the total costs associated with the production of the Plan will not exceed £25,000. These include legal costs, costs of printing the Plan and publicising the consultation. This sum can be met from within the 2014/15 Planning Department's (Planning Policy) Revenue budget.

There will be further costs, expected to arise in 2015/16, arising from the next formal stage of submitting the Local plan for Examination. These will include legal costs, printing and publicity, and the costs of a Programme Officer and Inspector for the examination. At this stage, it is expected that total estimated cost will be in the region of £200,000 for which an earmarked reserve has been created, but future reports will provide further detail.

(B) Capital Costs

None

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

| | |
|------------------------|--------------------------|
| Legal | Incorporated into report |
| Human Resources | None |

Equality

- | | | |
|----|--|-------------------------------------|
| 1. | No Equality Implication | <input type="checkbox"/> |
| 2. | Equality Implications identified and mitigated | <input checked="" type="checkbox"/> |
| 3. | Equality Implication identified and risk remains | <input type="checkbox"/> |

These are considered in the Equalities Impact Assessment which is listed as a background document.

Impact on Service Delivery:

None

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD 3346 /14) has been consulted and notes that the costs in the current financial year can be contained within the existing revenue budget. An earmarked reserve currently exists to accommodate the additional costs that will arise from Local Plan preparation – this stands at £390,000 and can therefore meet the estimated requirement for 2015/16 of £200,000 referred to in this report.

The Head of Corporate Legal Services (LD 2638/14) has been consulted and her comments have been incorporated into the report.

Are there any other options available for consideration?

The Council is required to prepare and adopt a Local Plan. Paragraph 153 of the National Planning Policy Framework states: “Each local planning authority should produce a Local Plan for its area”. Under section 39 (2) of the Planning & Compulsory Purchase Act 2004 a local authority exercising their plan making functions must do so with the objective of contributing to the achievement of sustainable development”.

It will be necessary to have the Local Plan formally examined by a government appointed independent planning inspector. The Local Plan must meet statutory planning requirements and will be assessed for ‘soundness’. The Publication Draft Plan being presented in this report is considered to be the most appropriate option for Sefton when considering these various requirements. It is not an option for the Council to choose not to adopt a plan.

Implementation Date for the Decisions

Council meeting on 22nd January 2015.

Contact Officer: Steve Matthews

Tel: 0151 934 3559

Email: steve.matthews@sefton.gov.uk

Agenda Item 8

Background Papers:

[National Planning Policy Framework, CLG, 2012](#)

[Review of Sefton Housing Requirement, NLP, 2014](#)

[2014 Strategic Housing Land Availability Assessment, Sefton Council, 2014](#)

[2014 Strategic Housing Market Assessment, JG Consulting, 2014](#)

[Employment Land and Premises Study, BE Group, 2010](#)

[Employment Land and Premises Study – Refresh, BE Group, 2012](#)

[Consequences Study, NLP, 2013](#)

[Agricultural Land Study, ADAS, 2012](#)

[Landscape Study, Ryder Consulting, 2014](#)

[Strategic Flood Risk Assessment, Capita Symonds, 2013](#)

[Green Belt Study, Sefton Council, 2013](#)

[Merseyside and West Lancashire Traveller Accommodation Needs Assessment, Arc 4, 2014](#)

[Study of the Economic Viability of Development for the Local Plan, Keppie Massie, 2014](#)

[Local Plan Site Selection Methodology, Sefton Council 2014](#)

[Assessment of Transport Assessments, Parsons Brinckerhoff, 2014](#)

[Infrastructure Delivery Plan No 1, Sefton Council, 2014](#)

[Sustainability Appraisal of the Local Plan, URS December 2014](#)

[Equalities Impact Assessment, Sefton Council, 2014](#)

[Habitats Regulations Assessment , URS, 2014](#)

[Letters from adjoining authorities re meeting Sefton’s Housing Needs](#)

[Letter from English Heritage re Area of Search for Wind Power, April 2014](#)

[Draft Mersey Ports Masterplan, Peel Ports, 2011](#)

[Health and Wellbeing Strategy, Sefton Council, 2013](#)

[Economic Strategy, Sefton Council, 2012](#)

Inspectors’ letters & reports referred to in section 13 of this report :

[Cheshire East Local Plan: Inspector’s interim letter](#)

[Chiltern District “Delivery Development Plan Document” : Inspector’s letter, 24th November 2014.](#)

[East Staffordshire Local Plan: Inspector’s letter, 11th November 2014.](#)

[Basingstoke and Deane Local Plan: Inspector’s letter, 21st October 2014](#)

[Cherwell District Local Plan: Inspector’s Note No.2, 9th June 2014.](#)

[Stroud District Local Plan: Inspector’s initial conclusions on stage 1 of the examination \(para 47\), 2nd June 2014.](#)

[Uttlesford Local Plan: Summarised Conclusions of the Inspector 3rd December 2014](#)

For other background information, please see www.sefton.gov.uk/planningstudies

Summary

Sections 1-3

This committee report explains key aspects of the Publication Draft Plan and the key changes since the previous draft, the Preferred Option. This Publication Draft is an advanced stage in preparing the Local Plan for Sefton and the stage before submitting the Plan for examination by an independent Inspector appointed by the Government. Much work has been carried out since the previous draft, the Preferred Option, was consulted on in mid 2013.

A timetable is set out which forms the basis of Sefton's Local Development Scheme – the project timetable for Sefton.

The National Planning Policy Framework (the Framework) says what the Local Plan should contain. It also includes the Government's aim for planning which is to promote sustainable development i.e. positive growth.

Sections 4-5

The Plan deals both with those issues which face all boroughs and also some which are of particular importance to Sefton e.g. responding to the growth of the Port and dealing with the implications of an ageing population. A particular challenge is how to enable the Borough to grow and develop and meet identified needs while protecting the high quality environment of Sefton.

Sections 6-7

An extensive summary of the representations received at Preferred Option stage was reported to Cabinet in January 2014. Main issues raised by individual respondents were the principle of losing Green Belt, doubt over the number of new homes needed, concern over the ability of the infrastructure to cope with growth e.g. impact of extra traffic on the roads, flood risk and drainage, capacity of local schools and medical practices.

Developers and landowners thought the housing figures were too low and many asked for further sites to be considered for development, mainly in the Green Belt, including a major site proposed by Peel Holdings at Switch Island.

Adjoining local authorities and statutory consultees generally supported the Preferred Option.

Sections 8-9

More studies have been carried out in a range of areas since Preferred Option stage, including a review of the housing requirement, an updated Strategic Housing Market Assessment, a study of the viability of our sites and policies, and a Merseyside and West Lancashire Traveller Accommodation Needs Assessment. Sites for traveller accommodation have been identified in the Publication Draft Plan. The likely effects of development on local infrastructure have been examined. Those promoting sites have been requested to provide more detailed information, where appropriate, on the implications of their proposals, including traffic, flood risk, ecology, heritage and viability. This has been assessed and taken into account in the final recommendation on sites.

Section 10

The reasons for selecting the Preferred Option are reviewed. The strategy chosen for the Publication Draft still broadly accords with the Preferred Option. It offers the opportunity to secure affordable homes, investment in new infrastructure, new local employment opportunities, and a spread of development across the Borough. It is also the approach supported by neighbouring authorities.

Agenda Item 8

Sections 11-13

The approach to choosing the housing requirement for Sefton is explained and why it is considered to be the 'right' figure for Sefton. Recent examples are given of other authorities whose Local Plan do not include housing figures prepared in the way set out in recent Government guidance. The Inspector has generally suspended the examination of these Plans while giving those authorities an opportunity to follow the guidance and review their figures.

Sections 14-15

Concerns about reviewing the Green Belt are addressed and other potential sources of housing land are considered. It is concluded that it is appropriate to review the Green Belt boundary when preparing a Local Plan if there are no other alternatives to meeting the objectively assessed housing, employment and other needs of the Borough. The requirement for authorities to have a five year supply of 'deliverable' sites is highlighted.

Sections 16-18

The approach to assessing proposed development sites in the Green Belt is described. A list is given of sites which were included in the Preferred Option draft and are no longer being pursued; also a list of sites which were not part of that draft and which are now included. Where the area of a site proposed for development has changed, details are also provided. Ways of minimising the environmental impact of development are discussed.

Section 19

Although identifying sites for new homes and employment is an important part of the Plan, this is just one aspect. Other key areas include meeting needs for affordable homes and providing homes for the elderly; a greater emphasis on those aspects of the environment which affect people's health, and how development can help to respond to the challenge of climate change.

Sections 20-23

It is a requirement to monitor the Local Plan, and Section 20 includes brief monitoring reports for relevant areas of local planning and also Waste Local Plan matters during 2013-14. Much evidence has been prepared which is critical background to the content of the Plan and this is available to be commented on. When approved, the Local Plan will be published for a period of eight weeks. This is not a consultation similar to those held previously. If no major changes are proposed by the Council following Publication, the Plan will be submitted for examination. All comments made during the Publication period will be forwarded to the Inspector to be considered at the examination. Even if comments have been made before, they must be made again at this stage to be considered by the Inspector.

Section 24

The strategy of the Publication Draft Plan is considered to be the best for Sefton. Not to identify land in the Green Belt would not ultimately protect the Green Belt but lead to it being developed piecemeal through individual proposals for development. The Draft Plan provides for a range of homes, jobs and infrastructure which will encourage more families and younger people to live and work in Sefton. This approach strikes a balance between promoting growth and protecting the most important environmental assets. It also represents the approach which is most likely to be found sound by an Inspector at a future examination of our Local Plan.

1. Introduction

- 1.1 Following the Preferred Option consultation in 2013 the Publication Draft is now the next stage of progressing Sefton's updated Development Plan and is at the final stage before the Plan is submitted to a Government appointed inspector for independent examination.
- 1.2 In January 2014, Members received a report on the response to the consultation on the Preferred Option stage. Since then various pieces of evidence have been updated including the following:
- NLP updated housing requirement study (taking account of the latest 2012 based population projections)
 - Merseyside gypsy and travellers study
 - Strategic Housing Market Assessment
 - Strategic Housing Land Availability Assessment
 - Local Plan Viability study
 - 'Additional Sites' consultation

This report updates Members and progresses the Publication Draft Plan. Previous studies such as the Consequences Study still remain relevant evidence for the Plan.

- 1.3 The Publication Draft Plan was reported to the Overview and Scrutiny Committee (Regeneration & Environmental Services) meeting held on 9 December 2014. There was wide ranging discussion of the content of the Plan and the comments and responses are included in the minutes as follows:
<http://modgov.sefton.gov.uk/moderngov/ieListDocuments.aspx?CId=364&MId=7983&Ver=4>.
- 1.4 This report was also considered by the Planning Committee at their meeting on 12th January 2015 and by the Cabinet at their meeting on 15 January 2015 and following their publication, the minutes of those meetings can be accessed via the following links to the Council's website and a decision will be taken at a meeting of full Council on 22nd January 2015:
- Planning Committee:
<http://modgov.sefton.gov.uk/moderngov/ieListDocuments.aspx?CId=134&MId=7989&Ver=4>.
 - Cabinet:
<http://modgov.sefton.gov.uk/moderngov/ieListDocuments.aspx?CId=139&MId=7719&Ver=4>.

2. What is the Publication Draft Plan?

- 2.1 The Publication Draft Plan sets out the strategic and detailed policies to guide and control development in the borough for the next 15 years. It includes site allocations and expectations for development of those sites, for example the infrastructure which will be required. It is prepared in line with Government policy and advice.
- 2.2 The Draft Plan comprises a [written statement including policies and a series of policy maps](#). Since the deadline for Planning Committee, changes have been

Agenda Item 8

made to sections 3 & 4 of Policy MN3 'Strategic Mixed Use Allocation – Land east of Maghull' to ensure a more comprehensive and co-ordinated approach to the proposed development of this site.

2.3 This stage of the Local Plan is the last stage before it is formally examined. While the Plan will be published for eight weeks, this is not a consultation similar to previous occasions. The local community, statutory bodies and other interested organisations are invited to make comments. However, Sefton Council is not able to respond to any comments made at this stage of the Local Plan. These will be passed on to an independent Inspector to be considered at a public examination.

2.4 If people have made comments at an earlier stage of the Plan, they will need to make them again as any previous comments are not carried forward.

2.5 The following timetable shows how this stage fits into the overall process of preparing the Local Plan:

| | |
|----------------------------------|------------------------------|
| Consultation on Options | Summer 2011 |
| Consultation on Preferred Option | Summer 2013 |
| Publication Draft Plan | February – March 2015 |
| Submission | May 2015 |
| Examination | Late summer 2015 |
| Adoption | Late 2015 |

2.6 We are taking this opportunity to update the Local Development Scheme [LDS] to reflect the proposed timetable above. The LDS is a project management tool to set out the different stages of producing different local planning documents, and the resources allocated for its production. The only formal local planning document we are currently working on is the Local Plan itself. The Local Development Scheme is attached at [Annex A](#).

3. The National Planning Policy Framework – the national context for preparing the Local Plan

3.1 The National Planning Policy Framework (the Framework) sets out the Government's national policy for planning. The Government is committed to sustainable development which it defines as positive growth – 'making economic, environmental and social progress for this and future generations'.

3.2 In particular the Framework (paragraph 14) states that:

"Local planning authorities should positively seek opportunities to meet the development needs of their area; local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted".

The core land-use planning principles which are set out in the Framework (paragraph 17) are summarised below. These are expected to underpin the Local Plan and decision-taking.

3.3 Planning should (in summary):

- Proactively drive and support sustainable economic development to deliver the homes, business and other development needs of their area (including infrastructure)
- Seek to secure high quality design – to improve places where people live
- Take account of the different roles and character of different areas, including protecting Green Belts
- Promote mixed use developments and encourage multiple benefits from use of land – eg recreation, wildlife, flood risk mitigation
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources
- Conserve heritage assets and enhance the natural environment – allocating land for development with lesser environmental value
- Encourage reuse of land which has been previously developed
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.
- Support local strategies to improve health, social and cultural wellbeing.

3.4 Overall, Local Plans are expected to set out a positive vision for the future of their area, whilst meeting objectively assessed needs.

4. Issues which the Local Plan ought to address

4.1 The Plan sets out a number of issues (chapter 4) which are well documented through evidence, our partners' strategies, and consultation with local people and organisations. They include long standing issues which all boroughs face as well as some more recent pressures which are becoming increasingly important for Sefton such as:

- how can we influence those parts of our environment which have an effect on people's health and raise the quality of life within Sefton's most deprived households?
- how can we develop skills and business growth to provide more jobs and reduce numbers of people who are not in education, employment or training?
- how do we best provide for an anticipated growth in population and number of households in the borough, including providing more affordable housing?
- how can we meet the needs of an increasingly ageing population? (it is anticipated there will be a growth of 28% of those aged 65-74, 30% of those aged 75-84 and 81% of those who are aged 85 or over during the lifetime of the Plan)
- how do we address the reducing numbers of those in the economically active age group?
- how do we enable the Port to grow whilst ensuring no unacceptable harm to local amenity?
- how can we make the best use of our resources and assets – including brownfield land such as former industrial sites and vacant homes?

4.2 One issue poses particular challenges and requires a balance between meeting needs and the possible impact of development on the environment :

Agenda Item 8

- given the limited capacity within the urban area, how can we enable the Borough to grow and develop and meet identified needs whilst protecting and enhancing the high quality environment of Sefton?

5. Responding to the issues

- 5.1 In planning for the future of Sefton there are a number of competing priorities. We wish to protect the many different assets of the Borough including its high quality environment and its rich heritage. We also have a responsibility to cater for identified development needs and growth. We want to improve communities and create opportunities for our residents. We want to ensure new infrastructure is planned for and provided through the development process.
- 5.2 'Sustainable growth' is about seeking economic, social and environmental gains jointly and simultaneously through the planning system (Framework, para 8). We want to provide opportunities and choices for the people of Sefton, but in a way which best balances the protection of our special environment.
- 5.3 Protecting greenfield land at all costs would mean we would not provide enough homes and jobs for our residents. Similarly, focusing entirely on development and growth in the Borough would inevitably and irreparably harm Sefton's special environment. Yet we could not improve communities and offer new opportunities without promoting some level of growth and development.
- 5.4 It is not a simple choice between protecting the environment on the one hand against enabling growth and development on the other, but rather a matter of seeking the right balance between competing interests.
- 5.5 Protecting Sefton's environment also includes a commitment to make the best use of Sefton's resources. There are many opportunities to redevelop land to provide new homes and land for jobs, together with new infrastructure, services and facilities.
- 5.6 The challenge is to meet the Borough's needs for development over the next 15 years while protecting the most important areas of undeveloped land for the long term.

6 Overview of representations made at Preferred Option stage

- 6.1 In January 2014 Cabinet received a report summarising the representations made at Preferred Option stage. A full Report of Consultation has been prepared including responses to the representations and has been published on the Sefton web-site.
- 6.2 Just under 1,200 representations were received in total. Around 570 of the total number of representations comprised an identical form signed by residents objecting to sites identified for housing development in Melling. Two petitions were received against proposed sites in the Green Belt at Moss Lane, Churchtown [778 signatures] and at Sandy Lane/ Lamshear Lane, Lydiate [892 signatures].
- 6.3 The vast majority of comments related to sites in the Green Belt identified for development. The main concern in this regard related to concerns about

inadequate infrastructure being provided – for example, the traffic generated by proposed developments and its impact on the local roads, the danger of flood risk and whether sites would be adequately drained, whether there were enough places available in local schools, and whether local doctors' and dentists' surgeries could cope with additional demand. There was also concern about the loss of high quality agricultural land, impact on the natural environment including wildlife, loss of recreational opportunities and, quite simply, the loss of the ability to enjoy countryside so close by. Many people also expressed doubt about the housing requirement figures underpinning the Local Plan and, based on that, queried the need for any Green Belt release. Linked to this, many respondents thought better use could be made of brownfield land and empty homes. Despite significant objection to any development in the Green Belt - there was also some support for development and growth.

- 6.4 In addition to comments from local people, a significant number of representations were received from developers and land owners. These included support for growth resulting in the development of certain sites, including some not identified in the Preferred Option draft. Many of these representations were accompanied by detailed studies relating to traffic, flood risk, ecology, agricultural land quality, noise and vibration. Members of the public also suggested sites which they considered suitable for development.
- 6.5 A consistent theme in the developer / land owner representations was that Sefton's Local Plan is not ambitious enough to comply with Government planning policy, or to encourage economic growth. Many of these representations argued that the Local Plan would need to identify significantly more land than was proposed in order to be found 'sound' by the Planning Inspectorate.
- 6.6 Adjoining local authorities generally supported the Preferred Option and welcomed the opportunity to comment on the draft Plan as part of the Duty to Co-operate. Statutory consultees also broadly supported the approach taken, and offered comments on matters of detail. Many other organisations welcomed the overall approach in the Preferred Option and offered detailed comments in relation to their specific area of interest.
- 6.7 Sefton Council as local planning authority must balance the representations it has received with Government requirements, precedents created by the decisions and advice of Inspectors of Local Plans, and the evidence of what the Borough needs in the long term.

7 Issues arising from the Preferred Option consultation: additional sites submitted and change to policy approach

7.1 Additional sites submitted

23 sites were promoted for development by others during the Preferred Option consultation which were not included in the draft Plan. The Council consulted on these in an eight week consultation between June – August 2014. The representations made have been taken into account as part of an updated assessment of sites. The approach to selecting sites at Preferred Option stage was refined and a further assessment was carried out both of the Green Belt sites included in the Preferred Option draft and of the 'additional sites' proposed during the consultation on the Preferred Option.

Agenda Item 8

7.2 Proposal by Peel Holdings

The most significant site to be proposed during the Preferred Option consultation was approximately 48 hectares in size, between the M57 and M58 motorway at Switch Island. This was submitted by Peel Holdings and specifically relates to future demand for Port related logistics uses.

7.3 This proposal must be viewed in a wider context. The Liverpool City Region Local Enterprise Partnership (LEP) commissioned a Superport demand study in autumn 2013. The study was published in summary form (Liverpool City Region Superport Market Analysis: Land and Property, March 2014) and identified an estimated sub-regional demand, over the next 20 years, for an additional 634 hectares of land for port related logistics (418 hectares) and related manufacturing (216 hectares), rising to 851 hectares if an additional 25% "headroom" provision were allowed for to cater for market choice etc. Taking account of existing suitable supply across the sub-region, the net additional demand is for some 400 hectares or 500 hectares assuming 25% headroom.

7.4 In short, the study commissioned by the LEP has estimated sub-regional port related logistics demand (i.e. demand for logistics and related logistics manufacturing) in the period to about 2034. The LEP suggests that this demand is for employment land over and above that assessed in the 2012 Employment Study Refresh for Sefton, which assessed demand for traditional employment uses (Use Classes B1,B2 and B8) for the borough. Some of Sefton's proposed employment allocations could meet an element of this demand in the short term. However, this demand relates to the strategic requirements of the Port which cover a very large geographical area including, and well beyond, the Liverpool City Region.

7.5 Sefton therefore considers that this potential demand should properly be appraised through a separately commissioned sub-regional study, which reviews demand and supply options for Port related logistics as part of an assessment of wider employment demand. To do otherwise risks decisions being taken without knowledge of the sub-regional and regional implications of such a proposal. This also has potential to link to an anticipated sub-regional Strategic Housing Market Assessment. It is not however thought appropriate to delay the preparation of the local plan until such work has been completed. Rather it is a matter that can best be addressed by a commitment to an early review of the plan.

7.6 Changes in relation to sites already proposed

Representations from landowners / developers or objectors have meant we have reviewed the principle of developing some sites, or the density at which they might be developed. For instance, the Ministry of Defence objected to the development of land south of Coastal Road, Ainsdale, because of the potential impact on the operation of Woodvale Airfield. The draft Plan proposed that this one site could accommodate over 500 dwellings and this has had to be excluded from the Publication Draft Plan.

7.7 The Preferred Option recommended that land to the rear of Crowland Street could provide a mixed use employment and residential site. However, a viability study has shown that an employment use on this site is not viable, and it is therefore now proposed to be a housing site. An additional allocation for employment uses on land to the south of Formby Industrial Estate is now proposed.

7.8 Area of search for wind energy

The Preferred Option proposed an area of search for wind energy north east of Ince Blundell and adjoining the boundary with West Lancashire. This has been omitted from the Publication Draft Plan for a number of reasons including:

1. Government commitments to local communities having a greater say and increased benefits in relation to the siting of on-shore wind farms (published too late to be taken into account in the preparation of the Preferred Option).
2. 2013 guidance which was published too late to be taken into account in the preparation of the Preferred Option (and its subsequent online update in 2014)
3. the concerns of English Heritage about the potential impact on local heritage assets, expressed in their letter of 15 April 2014.

8 Issues arising during Preferred Option consultation - infrastructure

8.1 The provision of services and facilities, or a perceived lack of services and facilities, is a major issue for many local people. During each consultation stage residents raised issues with accessing GPs, schools, public transport, problems with drainage, parking, traffic congestion and other issues. It is a requirement that the Local Plan is supported by sufficient infrastructure.

8.2 We have been working closely with a range of infrastructure providers to ensure our emerging plans will not put undue pressure on existing services and facilities and to see where improvements need to be made. A members' Infrastructure Working Group was set up by the Council's Overview & Scrutiny (Regeneration and Environmental Services) Committee to review the approach to providing infrastructure as part of the Local Plan and their final report with recommendations was reported to the Overview and Scrutiny meeting on 9th December 2014.

8.3 Discussions with infrastructure providers have highlighted some key improvements that are required to support the Local Plan, particularly in relation to a number of the proposed development sites. Examples of these include:

- The need for new motorways links at junction one of the M58
- A new rail station at Maghull north
- The expansion of Summerhill Primary School
- Mitigation of flood risk north of Formby
- New junctions, controlled by traffic lights, on the Formby bypass to access housing and employment sites.

8.4 Other improvements to infrastructure will be provided by developers and other organisations as part of normal development requirements. These include access, drainage schemes, electricity and broadband, and open space. Many infrastructure providers have a statutory duty to provide the infrastructure which is necessary to allow development to function satisfactorily. Other improvements, such as additional school places, health facilities and services, and public transport schemes will be provided when it is determined they are needed.

8.5 Some of those promoting sites submitted studies to support the development of their sites including assessments of traffic and flood risk, impact on ecology and heritage where appropriate, viability assessments to show that the site was financially capable of being developed. The Council also invited owners of land

Agenda Item 8

which it had already identified for development to submit relevant studies. Where studies were not submitted and were considered to be necessary to fully understand how a site might be developed, developers/ landowners were invited to submit further detailed information.

- 8.6 Such information was appraised by relevant officers within the Council or by consultants with expertise in that area. The conclusions of such appraisals have been taken into account in assessing the sites and in coming to a final recommendation on whether sites should be included in the Publication Draft Plan.
- 8.7 The Council's approach to infrastructure in relation to the Local Plan is set out in the Infrastructure Delivery Plan. This includes making sure that providers are aware of the infrastructure required to support the level of development proposed through the Local Plan, and when that infrastructure may be needed. We will continue to work with infrastructure providers and will regularly update the Infrastructure Delivery Plan to ensure that all relevant parties are aware of their obligations. That Plan will also be subject to scrutiny at the Local Plan examination.

9. Further studies carried out since Preferred Option Stage

- 9.1 The draft Local Plan is based upon wide ranging and robust evidence. Over the past 12 months we have updated our evidence in a number of areas in order to best inform the Local Plan. This is an expected part of the Local Plan process, where we are required to continue to make progress to final adoption whilst accommodating and reflecting upon changes that happen during this time, including changes to and clarifications of government advice. This includes new data such as that published by Government / Office for National Statistics, legislation and other issues.

The key piece of new evidence is the 2012 based population projections published by the Office for National Statistics which were released in late May 2014, which informs the objective assessment of housing need. It had always been anticipated that the housing requirement would be updated when these population projections became available. This updated work now underpins the Publication Draft Plan.

9.2 Requirement for new homes

Independent consultants, Nathaniel Lichfield and Partners, carried out an updated assessment of the housing requirement for Sefton in summer 2014. The housing requirement is able to take 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. Further household projections are expected to be issued shortly by the Department of Communities and Local Government. Whilst the most recent NLP study has sought to anticipate this publication some further minor updating may be necessary. It is not anticipated that this will result in a significant change. Due to the need to make progress to final adoption of the Local Plan and the ability to make minor adjustments at submission stage, it is considered appropriate to progress to Publication Stage.

9.3 2014 Strategic Housing Market Assessment update

- It concluded that Sefton is a reasonably self-contained housing market for planning purposes over which to assess and meet the housing requirement
- It identified a net need for up to 434 affordable dwellings a year in Sefton. This need is highest in Southport, Formby and Maghull/Aintree.
- The majority of affordable housing need is for social rented housing.
- It recommended that 15% of all housing provision should be for older people, reflecting Sefton's ageing population. In particular, there is a strong need for additional 'extra care' older persons housing.
- It recommended that the majority of new market housing should be 3 bedroom family accommodation. The majority of new affordable housing should be for 1 and 2 bedroom accommodation.

This study is the subject of a separate report on this agenda.

9.4 Gypsy & Traveller study - 2014

Local Authorities have a duty to provide for the accommodation needs for travellers through their Local Plans ('Planning policy for traveller sites', March 2012). Local Plans must identify sufficient land to provide for traveller accommodation based on objectively assessed needs. Sefton led on a Merseyside and West Lancashire Traveller Accommodation Assessment which was approved by Cabinet in September 2014.

9.5 This assessment identified the following needs for traveller accommodation in Sefton:

| | 2013/14 to 2017/18 | 18/19 to 2022/23 | 2023/24 to 2027/28 | 2028/29 to 2032/33 | Total need 2013/14 to 2032/33 (20 years) |
|--------------------------|--------------------|------------------|--------------------|--------------------|--|
| No. of permanent pitches | 4 | 6 | 4 | 1 | 15 |
| No. of transit pitches | 4 | 0 | 0 | 0 | 4 |

9.6 We have undertaken a 'call for sites' to identify potential sites for traveller pitches. We have also looked at surplus Council sites and other vacant sites. We also asked our neighbouring authorities if they had sites to meet our needs. A small number of potential sites were identified through these stages. We assessed each of these sites against the same criteria used for all our development sites. The result is that we have identified a small number of sites to meet our traveller accommodation needs. The identified sites are:

| Site location | Size | Type of site | Maximum Number of pitches |
|--|-------|--------------|---------------------------|
| Land north east of Red Rose Traveller Park, Broad Lane, Formby | 0.4ha | Permanent | 6-8 |
| Land south west of Red Rose Traveller Park, Broad Lane, Formby | 0.2ha | Permanent | 2-3 |
| Land at Plex Moss Lane, Ainsdale | 1.0ha | Permanent | 6-8 |
| Land at New Causeway, Ince Blundell | 0.4ha | Transit | 4-6 |

Agenda Item 8

9.7 All of these sites are in the Green Belt. Two of the sites are adjacent to the existing Red Rose Traveller site at Broad Lane. These sites will be shown on the Policy Map as 'inset' in the Green Belt to indicate they can only be used for traveller accommodation only.

9.8 Study of Economic Viability of Development - 2014

The Framework requires that the Local Plan should be deliverable, ensuring that the sites and policies are achievable and that we are not setting obligations and standards that undermine the economic viability of development. We commissioned a Viability Study of the Local Plan to test our emerging policies and key sites. In general this report concluded that the emerging Local Plan is viable and the policy requirements will not make development unachievable in economic terms. The Viability Study also considered the potential scope to implement a Community Infrastructure Levy in Sefton.

10. A review of why the Preferred Option was selected

10.1 The Preferred Option was supported for a number of key reasons and these continue to be valid reasons which support the Publication Draft :

- 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 Strategic Housing Market Assessment 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 our 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.

10.2 Much further work has been carried out since the Preferred Option draft. However, there is no reason to change the strategy which underpinned that document and so the Publication Draft is based on the same strategy.

11. How does the proposed housing requirement compare to that at Preferred Option stage?

11.1 The overall housing requirement at Preferred Option stage was 10,700 dwellings for the period of the Plan i.e. 2012 – 2030 (this accorded with base dates for key evidence on housing and employment and more recently the Office for National Statistics (ONS) 2012 based population projections). The overall requirement at Publication stage is now 11,070.

11.2 The figures at the two stages have been reached in different ways to reflect changing advice in National Planning Practice Guidance (only published on 6th March 2014) and best practice, so it is important to explain how they have been arrived at.

11.3 The Preferred Option figure of 10,700 was based on an annual housing requirement of 510 dwellings a year over a plan period of 18 years. There were additions for 'backlog' (or underprovision) and a buffer of 5%. The calculation is set out below:

| | |
|------------------------------------|------------|
| • Housing requirement (18 x 510) | 9,180 |
| • Backlog since 2003 | 1,113 |
| • 5% buffer of housing requirement | <u>383</u> |
| Total | 10,676 |

Rounded up to 10,700

11.4 The Publication Draft Plan figure of 11,070 is a more simple calculation based on an annual housing requirement of 615 dwellings a year multiplied by the number of years in the Plan:

- Housing requirement (615 x 18 years) = **11,070**

The annual requirement of 615 dwellings a year includes an allowance for housing backlog so this no longer forms a separate element. The 5% additional buffer which was part of the 'requirement' at the Preferred Option stage, is now more appropriately added in to the 'supply' side. This is to allow for flexibility, a degree of choice of sites, slippage and/or the non delivery of some committed housing sites. This different approach reflects best practice and has been used successfully by some other local planning authorities in their Local Plan examinations.

Agenda Item 8

- 11.5 The total identified supply is **11,793** homes which includes a little more than the 5% buffer referred to in the previous paragraph.
- 11.6 The housing requirement of 11,070 dwellings would equate to an average of 615 dwellings a year between 2012 and 2030. However, it is recommended that this requirement will be staged and will be met at a rate of 500 dwellings a year between 2012 and 2017, and at 660 dwellings between 2017 and 2030. This acknowledges the recent and current housing market downturn and allows for a more gradual revival in the housing market following the adoption of the local plan.
- 11.7 This approach is proposed for two important reasons. Firstly, the early years of the Plan from 2012 have been characterised by high levels of demolitions associated with the former Housing Market Renewal programme in Bootle. These demolitions have the effect of significantly depressing 'net' completions in the Borough. There are no plans (and no funding) to identify new clearance areas beyond the current programme and therefore such demolitions will significantly reduce beyond 2016-17. Secondly, some of the proposed housing allocations are large greenfield sites that will have significant lead in times to development. This staged approach is therefore based upon local factors.

12 How has the annual requirement of 615 been calculated?

- 12.1 Government guidance sets out a clearly prescribed method advising how local authorities should calculate the objectively assessed needs for housing in their area. The Nathaniel Lichfield & Partners (NLP) report ('Review of Sefton Housing Requirement') is a detailed assessment of how they arrived at a figure for Sefton. The key stages are summarised in paragraph 7.60 of the report.
- 12.2 The Government guidance states very clearly that the most recently published official household projections are the starting point for calculating the housing requirement. However, they are not the end point as further issues also need to be considered. The latest 2011 based (Interim) household projections cover the first part of the Plan period to 2021 and suggest a figure of (just over) **399** dwellings a year.
- It is also necessary to add in an element to take account of vacant homes and second homes (4.63%) in the Borough – this brings the figure up to approximately **419** a year which NLP use, as a starting point, and which they have applied for the whole of the Plan period to 2030.
 - The requirement figure also needs to take account of demographic factors including changes to population (births and deaths) and migration into and out of the borough. A whole series of scenarios were modelled by NLP to consider different economic conditions and how these would impact on the housing requirement figure. Over the past few years household growth has been suppressed because of the economic downturn. It is expected that the rate of household formation will begin to return to levels which existed before the recession, although not in total. This brings the requirement up to about **562** a year. This figure reflects demographic factors and does not include any allowance for economic growth or national policy requirements to “boost significantly” the supply of housing.
 - National Planning Policy Guidance is clear that the calculation also needs to take account of 'market signals'. These include factors such as price of land, house prices, rent levels, affordability, rates of development and overcrowding.

If a local authority does not perform well against any one of these factors, the housing figure should be adjusted upwards. In this regard, there is firm evidence of lower than average rate of development and declining affordability and an assessment of these figures has led to an upward adjustment of 53. Added to 562, this gives an overall figure of **615 dwellings a year**.

13 How do we know this is the 'right' figure for Sefton?

- 13.1 This figure is towards at the lower end of the range NLP suggested, but it is supported by NLP. It would fully meet the borough's demographic requirements and it is considered that this figure would be likely to be acceptable to an Inspector at an Examination, although it does not reflect full economic growth potential. However, it is not considered that a housing requirement figure embracing full economic growth option is 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 constraints.
- 13.2 NLP have carried out housing requirement studies for many local authorities as well as for private sector clients. Their approach is well respected and Inspectors have commended this at other local plan examinations (see Preface to their Report).
- 13.3 There is clear Government guidance about how to calculate the housing figure. Many local planning authorities who have tried to avoid meeting their full objectively assessed needs, or who have not calculated these in the appropriate way, have generally been found wanting at examination. On many occasions the Inspector has suspended the examination and authorities have been asked to carry out further work on assessing the housing need for their boroughs. There are several recent examples, including five from November and December 2014 alone.
- 13.4 In suspending the examination of the Uttlesford Local Plan (Essex), the Inspector noted that "while evidence on some of these topics is patchy I consider that an uplift of at least 10% would be a reasonable and proportionate increase in the circumstances of Uttlesford, say to about 580pa. The submitted plan therefore does not provide for a full PPG-compliant OAN" [*PPG = Planning Practice Guidance; OAN = Objectively Assessed Need*].
The Inspector concluded that the scale of work needed to submit a 'sound' Plan went beyond the accepted 6 month suspension of the examination, and advised the Council to submit a revised Plan (Inspector's letter, 3rd December 2014).
- 13.5 The examination of the Eastleigh Local Plan (Hampshire) is set to be postponed after a planning inspector suggested that its housing target should be 10 per cent higher. In an as yet unpublished letter dated 4th December (but selectively quoted by Eastleigh Council on their web-site), the Inspector described the Council's failure to recognise the "true scale" of the borough's affordable housing need and how to address it as "a serious shortcoming". Secondly, he said, there were "market signals which indicate that some additional market housing is required".

Agenda Item 8

He said that market signals justified an uplift of about 10 per cent above the original housing need figure.

- 13.6 At the recent examination into the Cheshire East Local Plan, the Inspector sent an interim letter to the local authority on 6th November 2014 stating the following: “ on the basis of the evidence and discussions during the examination so far, I consider there are serious shortcomings with the Council's objective assessment of housing need and the preferred housing provision figure. These suggest that further work needs to be undertaken to assess the housing need for the area in a way which explicitly addresses all the relevant factors outlined in the NPPF & PPG (National Planning Policy Framework and Planning Practice Guidance), using assumptions which are robust and realistic ...” (Para 69, Inspector’s interim letter).
- 13.7 As recently as 24th November 2014, the Inspector suspended the examination into the Chiltern District “Delivery Development Plan Document” (the Plan setting out the District’s development allocations), expressing his concern that “the Council is pursuing a Delivery DPD which is not in accord with the NPPF, most particularly in that it does not seek to meet the full, objectively assessed needs for market and affordable housing in the housing market area” (NPPF para 47). He continued: “it appears to me that the absence of a recent objective assessment of housing need to support the requirement which this Plan seeks to deliver is a fundamental weakness of the Plan”.
- 13.8 In suspending the examination into the East Staffordshire Local Plan on 11th November 2014, the Inspector concluded: “On the evidence currently available it is impossible to conclude that the Objectively Assessed Housing Need figure as put forward by East Staffordshire Borough Council is adequately justified such as to provide a sound basis for the overall housing requirement” (Inspector’s letter 11th November 2014).
- 13.9 There are other examples. On 21st October 2014, within two weeks of Basingstoke and Deane submitting their Local Plan for examination, the Inspector wrote to the Council that he was “seriously concerned that the Local Plan may not provide a sufficiently robust platform for providing new homes in Basingstoke and Deane or an adequate strategy for delivering that objective”.
- The Local Plan examination hearings for Cherwell District were suspended on 4 June 2014 for six months. This was “to enable the Council to put forward proposed modifications to the plan involving increased new housing delivery over the plan period to meet the full, up to date, objectively assessed, needs of the district” (Inspector’s Note No.2: 9th June 2014).
- In relation to the Stroud District Local Plan the Inspector considered that “SDC has not properly undertaken an objective assessment of housing needs for its district”. He concluded that this together with other matters “represent fundamental shortcomings in the soundness of the submitted Plan which cannot be rectified without undertaking a further objective assessment of housing needs for the district” (para 47 of the Inspector’s initial conclusions on stage 1 of the examination, 2nd June 2014).
- 13.10 The consequence of not producing a robust housing requirement figure would almost inevitably result in an unsound Plan. This would lead, in the short term, to

speculative applications being submitted to the Council with no clear direction as to what land was appropriate for development. This would not be an effective way of safeguarding the Green Belt or protecting urban land considered unsuitable for housing. The Council would be in an extremely difficult position defending applications for development in the Green Belt in these circumstances. It would also inevitably lead to a need for widespread updating of evidence to support any resubmitted plan, and the extension of the local plan timeframe beyond 2030 to ensure a 15 year local plan timeframe.

14 The draft Plan identifies land in the Green Belt for development – isn't this contrary to the Government's Framework ?

- 14.1 Whilst the Framework says that one of its land-use planning principles is to protect the Green Belt, this needs to be read in context of the rest of the Framework. Paragraphs 83 and 84 of the Framework also says that: "Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan... Local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences of sustainable development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt....".
- 14.2 There is not enough land in the urban area to comply with other requirements of the Framework – in particular the requirements of paragraph 156 which requires Local Plans to deliver the homes and jobs needed in the area, based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area (paragraph 158).
- 14.3 The Government requires local planning authorities to 'use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework' (para 47). If local authorities are not able to do this, they have a 'duty to co-operate' with adjoining authorities to establish whether their needs can be met by those authorities.
- 14.4 In early 2013 adjoining local authorities were asked whether they might be able to help meet some of Sefton's unmet housing needs. All confirmed in writing they were unable to do so. The Council therefore consulted on its Preferred Option during summer 2013. This included the provision of 10,700 dwellings, two business parks and a new employment area to meet Sefton's needs.
- 14.5 The Council is reviewing its Local Plan so this is the right time to review the current Green Belt boundary so that the Local Plan can demonstrate how future needs will be met.
- 14.6 The Framework also requires local planning authorities when defining Green Belt boundaries to
- "where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period", and
 - "satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period" [paragraph 85].

Agenda Item 8

- 14.7 Once it is established that the Green Belt boundaries have to be reviewed, the Government requires local authorities to look ahead not only for the period of the Plan, but well beyond this – to this end land is proposed to be safeguarded between the inner boundary of the green belt and the urban area. No timescale is given but the expectation is that there will be no need to carry out a further review of the Local Plan for some considerable time. The Framework makes clear that the safeguarded land would not be allocated for development at the present time, but would require a future Local Plan review to propose the development of these areas.
- 14.8 We propose to identify some safeguarded land in our Local Plan. The figure is based on an annual requirement of 500 a year for a three year period. Population projections beyond 2030 suggest a slightly lower housing requirement. This gives a figure of 1,500 dwellings (3 x 500) and sites are identified at Lambshear Lane, Lydiate and adjacent to Ashworth Hospital, Maghull for this purpose. These sites are not allocated for development during the life of the Plan but are proposed to be safeguarded for development until the Plan is reviewed.
- 14.9 There is some risk in preparing a Local Plan which undertakes to review the boundaries of the Green Belt, but does not look further ahead to beyond the end of the Plan period [i.e. well beyond 2030]. However, it is considered inappropriate to identify substantial areas of further land at this stage in advance of a sub-regional review of housing and employment needs which would be able to review both the need and opportunities for meeting that need across the whole of the sub-region. This would require a review of the Merseyside Green Belt.
- 14.10 The revised Green Belt boundary is shown on the Plan entitled 'Proposed extent of Green Belt in Sefton'.

15. Are there other ways of meeting needs without having to use land in the Green Belt?

- 15.1 A number of possible ways of doing this are regularly suggested such as using more brownfield land, reusing vacant homes, increasing densities of development or building on more green spaces within the urban area, and asking neighbouring authorities if they can meet some of our needs. We have considered all of these issues and our approach in the draft Plan addresses many of these approaches.
- 15.2 They have been examined in some detail, and have been taken account of in our calculations. However, none of these alternatives, even when taken together, is able to provide nearly enough dwellings to make up the shortfall. None offers a realistic alternative to providing for needs for development in the Green Belt. However, it is worth highlighting a few of these, as listed below.

Sites in the urban area

- 15.3 We have undertaken a Study to assess how much housing can be accommodated in the urban area, excluding greenspace sites. Whilst over 5,400 new homes can be accommodated on such sites, this would not be enough to meet Sefton's housing needs in the years ahead and most of these would be likely to be developed in the earlier part of the plan period. All of this capacity, in the urban area, is included for development in the Publication Draft Plan – and comprises almost half of the overall planned housing development in Sefton.

Use of green spaces in the built-up area

- 15.4 We have identified a small number of surplus greenspaces which could be developed in the urban areas, with capacity for almost 900 dwellings. These sites will be consulted on alongside other proposed development sites. However, the vast majority of Sefton's urban greenspaces are not appropriate for development and will continue to be protected.
- 15.5 The availability of sites is important because local planning authorities are expected to maintain a five year supply of 'deliverable' sites for housing. This is measured against strict criteria, including that the site is available now and is viable. Sefton has around a 4 years' supply of housing sites. This is a further reason why Sefton needs to be able to identify extra land so we can get back to a five years' supply. The draft Plan must address this. As long as it does not, we will be vulnerable at planning appeal to unplanned and speculative proposals. The Local Plan will address this issue and allow Sefton to return to a defensible five year supply - along with the longer term supply over the whole plan period. In order to achieve this it is not possible to have a phasing policy which would restrict when sites could be developed. (This does not apply to safeguarded sites which are protected until the Local Plan is reviewed).

16. What factors have been used to decide where to locate development?

- 16.1 This is referred to in the Strategy of the draft Plan (chapter 5). The Plan includes the following objectives:
- to support urban regeneration
 - to encourage the best use of resources and assets
 - to meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as possible.
- 16.2 A study has been carried out to identify suitable sites within the built-up area - the Strategic Housing Land Availability Assessment. Traditionally Bootle and Southport have accommodated most of the development on sites within their built-up area. These areas are now beginning to run out of suitable land, but the majority of potential sites in the built-up area still lie within Bootle and Southport.
- 16.3 Much of the land in Sefton's Green Belt is affected by one or more limitations which determine how suitable it is for development. These limitations include nature conservation, flood risk, heritage and high quality agricultural land.
- 16.4 A study assessed all land in the Green Belt for their importance in supporting the purposes of including land in the Green Belt and on the need to promote sustainable patterns of development [Framework, paragraphs 80 & 84]. From a short-list of areas, the study identified those with fewest limitations, or where the limitations could be overcome. The methodology used for this study and the conclusions reached were assessed independently. The sites are currently subject to a Sustainability Appraisal and to a Habitats Regulations Assessment. The purpose of this Assessment is to identify any likely effects of developing the sites on the integrity of internationally important nature sites.
- 16.5 Some parts of the borough are more constrained than others. The built-up part of Southport extends right up to the boundary with West Lancashire in many places.

Agenda Item 8

Land west of Formby is protected by international conservation designations and is subject to coastal erosion. Bootle has no Green Belt to extend into and the land between Netherton, Aintree and Maghull needs to be kept open in order to prevent these settlements from merging into one another. The land around Maghull, Lydiate and Waddicar has fewest limitations, but this is where the quality of agricultural land is highest.

- 16.6 The draft Plan identifies land as being suitable for new homes, both within the built-up area and within the Green Belt. It also identifies safeguarded land in the Green Belt to meet needs beyond the lifetime of the Plan.
- 16.7 The Plan also indicates sites in the Green Belt considered suitable for new business parks. These sites, which will complement largely existing urban employment sites, comprise one for the south of the borough [east of Maghull], two in the north [an extension north of the existing Formby Industrial Estate, and land south of this Industrial Estate, both east of the Formby Bypass]. They will provide new local investment and employment opportunities. These sites will be required to deliver appropriate mitigation and infrastructure. The site to the east of Maghull for example will form a new urban extension with requirements to invest in local infrastructure including new motorway access, public transport improvements, environmental improvements and support for local facilities and services as appropriate, such as an addition to the local school.
- 16.8 In summary, our strategic policy approach will ensure that development in the Green Belt will meet needs as close to where they arise as possible. Our aim is to have as far as possible a proportionate distribution across the Borough taking account of the following: that sites should be sustainable, that they should be the least constrained, and that there is a sufficiently good spread to meet local needs and to ensure they will be able to be implemented. The site allocations also take account of the presence of constraints and the opportunity to provide mixed use sustainable development with the benefits of investment in new infrastructure. It is acknowledged that, taking account of these factors, it is not possible to have an exact proportionate distribution.

17 Changes to sites between Preferred Option and Publication Draft Plan

Sites included in Publication Draft which were **not** in Preferred Option

- 17.1 A number of sites have been included in the Publication Draft which were not in the Preferred Option. The reasons for adding in sites include the following:
- more land is needed in total as the housing requirement is slightly higher and 'safeguarded land' must also be provided
 - some sites identified at Preferred Option stage are now either considered unsuitable for development or are not viable for the purpose proposed (e.g. land south of Coastal Road, Ainsdale & Crowland Street, Southport).

The following is a list of the changes. All sites have been consulted on previously, either at Options stage in 2011 or as part of the 'Additional Sites' consultation in summer 2014. The size of site/ number of dwellings proposed for these sites is given in Policy MN2, and the sites are shown on the Policy Maps. Where there is a policy for the specific site, that reference is given.

Employment:

- Land south of Formby Industrial Estate: this has been added in as the Crowland Street site is no longer being promoted for employment purposes (refer to Policy MN5)

Housing:

- Phillips site, Churchtown: had been designated for employment purposes. There is a low level of employment activity on site and it is considered this is not a sustainable longer term use, so it is now proposed for housing (MN2.3).
- Bankfield Lane, Southport: larger site proposed – from 120 to 220 dwellings (MN2.2)
- Crowland Street : whole site now proposed for housing – from 265 to 678 dwellings (MN2.5)
- Park and ride site, Kew : new site (part of MN2.5)
- Lynton Road, Birkdale : new site (MN2.7)
- Land north of Brackenway, Formby : Proposed extension to the site included at Preferred Option stage – from 169 to 286 dwellings (Policy MN6)
- Land at West Lane, Formby : new site (MN2.13)
- Hightown – extended site to south of Elmcroft Lane – from 36 to 120 (MN2.20)
- Turnbridge Road, Maghull : new site (MN2.27)
- Spencers Lane, Melling : new site (MN2.32)
- Peoples site, Bootle : new site (formerly regeneration area) (MN2.43).

Housing – previously a ‘reserve’ site, now included as a main allocation:

- Land north of Kenyons Lane, Lydiate – 295 dwellings (MN2.28).
- Land at Powerhouse Site, Phase II – 20 dwellings (MN2.16).

Housing – safeguarded sites:

- Land at Lambshear Lane, Lydiate (was reserve, now proposed as safeguarded) (MN8.1)
- Land adjacent to Ashworth Hospital, Maghull (MN8.2).

Sites for travellers:

These new sites are listed in section 9 of this report and shown on the Policy Map.

Sites no longer in the Publication Draft which were in the Preferred Option

- 17.2 It is proposed that we do not continue to promote a number of sites which were in the Preferred Option. It is proposed to delete some sites in their entirety, and to reduce the area identified for development on other sites.

These are listed as follows together with reasons for not pursuing these sites:

- Land south of Coastal Road, Ainsdale : Ministry of Defence objected to this site for operational and safety reasons related to Woodvale Airfield
- Land south of Moor Lane, Ainsdale : reduced area to take account of heritage assets – see Policy Map

Agenda Item 8

- Altcar Lane, Formby : reduced area: Council owned site removed because of proximity to sewage works – see Policy Map
- Tanhouse Farm, Thornton : there is a Listed Building on the site which will have implications for the amount of development possible on this site; it is therefore proposed not to allocate this site for housing development but instead include it within the Primarily Residential Area
- Sterrix Lane, Litherland : this site is no longer available
- Our Lady Queen of Peace, Litherland : flood risk reasons & difficulty of providing access.

A number of sites which were proposed as reserve sites in the Preferred Option draft are no longer proposed, as listed below:

- Land at Woodvale Sidings, Ainsdale (no known developer interest)
- Land at Range Farm, Formby (owner did not want to pursue this site)
- Land south of Melling Lane, Maghull (flood risk reasons).

18. How can the environmental impact of development in the Green Belt be kept to a minimum?

- 18.1 Where there are specific impacts on identified sites e.g. affect on nature conservation or flood risk, these can generally be overcome. Loss of habitat can be mitigated or the habitat can be re-created in the near vicinity by way of compensation. Some types of flood risk can be solved within the site through, for example, leaving part of the site open. This space can then provide a number of beneficial functions, including recreation, nature area and drainage.
- 18.2 Concern has been expressed about the loss of high quality [grades 1, 2 & 3a - 'best and most versatile'] agricultural land - once it is developed, it is lost forever. It is not possible to be precise about what proportion of the land proposed for development in the draft Plan is 'best and most versatile', as detailed surveys are not available for every site. Sometimes the survey concludes that sites are a mix of higher and lower quality. Where the surveys indicate a mix of quality, we have assumed that all of it is the higher quality. The total land identified for development in the Green Belt is 4.4% of the total Green Belt, but not all of this is currently in agricultural use.
- 18.3 This is a small proportion of the total Green Belt in Sefton, and in the context of high quality agricultural land at a regional and national level is very small indeed. This loss must also be weighed against the fact that Sefton is required to meet its housing and employment needs. The Framework says that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
- 18.4 DEFRA considers 'significant' to be sites greater than 20 hectares in size. Of the sites identified in the Publication Draft Plan, this applies to three sites:
- Land at Crowland Street, Southport - 25.8 hectares (site MN2.5)
 - Land east of Maghull – 86 hectares (site MN2.46)
 - Land at Lambshear Lane, Lydiate – 33 hectares – land proposed to be 'safeguarded' (site MN8.1).

The latter two sites are graded 'best and most versatile'. Because of the distribution of the best and most versatile agricultural land in Sefton (most of the east of the borough), it is inevitable that some of the higher quality land will be developed.

- 18.5 Since the Framework has been in place, there have been a number of planning appeals where the protection of agricultural land has been given less weight than meeting housing needs. This is a material factor that we must consider when allocating sites for development in the Plan. This has been the subject of Inspectors' decisions in two other local authorities within the past year or so:
- Cheshire East (Sandbach Road North, Alsager: proposal for 155 dwellings, appeal dismissed on 18/10/2013), and
 - East Devon (Harepath Road, Seaton: proposal for residential and employment development, appeal dismissed on 20/01/2014).

- 18.6 The Sefton Consequences Study evaluated the environmental impacts and concluded that under this option they could often be mitigated or compensated for and, where this was not possible, on balance the benefits of development outweighed the harm.

19. The Publication Draft Plan is about more than meeting needs for homes and business. What are the other key messages?

- 19.1 Regeneration is a key theme, and a section of the Plan is titled "Economic Development and Regeneration". There is generally much less funding to achieve changes in our borough so there is greater need to work alongside development partners to try to bring about change. The Plan notes, for example, how the growth of the Port can help to bring investment and jobs in some of our most deprived communities. However, the Plan is also clear that growth of the Port can only be supported when it does not cause unacceptable harm to the local environment.

- 19.2 The Borough has an increasingly ageing population which presents particular issues including making sure there is appropriate accommodation and health care. The Plan would help to stem this continuing trend by providing more choice of homes and jobs which will encourage families and young people to live and work in Sefton. It would also provide a positive planning framework for development directed specifically at that sector.

- 19.3 Since Preferred Option draft, there have been changes to the affordable housing policy approach based on the 2014 Strategic Housing Market Assessment. The current requirement across most of borough is 30% affordable housing on schemes of 15 or more dwellings, subject to economic viability, for all parts of the Borough apart from Bootle and Netherton. It is proposed to change the 30% currently applied in Netherton to 15%. In Bootle where there is currently no requirement for affordable housing it is proposed to apply a requirement of 15%.

- 19.4 The 2014 Strategic Housing Market Assessment (SHMA) recognises that special needs housing is required, including specialist housing for the elderly. The SHMA finds that 15% of all Borough housing provision should be for extra care housing (around 1,660 dwellings). Policy HC1 on affordable and special needs housing allows for a degree of interchangeability between affordable and special needs

Agenda Item 8

housing provision, where the latter meets affordable requirements. This should help to provide affordable special needs housing, including meeting extra care needs for the elderly.

- 19.5 The Borough needs new and improved infrastructure. Lack of public funding means less investment in infrastructure. The Plan would bring additional investment including new motorway links, a new rail station, new business parks, improved drainage, and investment in schools, recreation and nature areas, and footpath and cycling links. An Infrastructure Delivery Plan has been prepared. This sets out the Borough's priorities for infrastructure and what kind of development in which parts of the Borough might be able to contribute towards this.
- 19.6 The variation in health between different (and sometimes neighbouring) parts of the Borough has long been a concern. The Plan contains a new chapter called Environmental Quality which brings together a number of issues which public health colleagues call 'the wider determinants of health'. These comprise matters such as air quality, access to homes, jobs, facilities and services on foot and by bike as well as by car, opportunities for recreation and access to green spaces. The benefits to many people's health can be improved by having a greater choice of homes, more affordable homes, greater prospects of a job and access to open spaces and leisure. The Plan will provide more opportunities for this.
- 19.7 We want to provide attractive places for people to live, work in and visit. The Plan sets out an approach to design to make sure that development is designed to a high standard. Our policy approach also seeks to preserve important heritage assets in the borough.
- 19.8 Sefton has an outstanding environment which has been referred to regularly in this report. Our policies aim to protect this and to ensure that on the few occasions where there may be no alternative sites for development, any damage to habitat or species can be mitigated or compensated for by providing alternative habitat close by. Opportunities to designate Nature Improvement Areas will be sought to provide areas where this alternative habitat can be provided. This will help to make sure that the amount and quality of Sefton's natural habitat will be at least as good in the future as it is now.
- 19.9 Our approach to urban greenspace needs to change to reflect national planning policy. Many of our larger public open spaces and other outdoor sports and recreation facilities available to the public (such as parks, playing fields, sports club sites and allotments) will continue to be protected in both urban and rural areas. However we will protect fewer amenity green spaces (e.g. highway verges). A revised approach to urban school and college sites and care institutions intends to balance the opportunity to allow some development with making sure features of the sites which are valuable to the wider community are preserved, and development on sites where this use has ceased.
- 19.10 Town and local centres nationally are under pressure with the downturn in the economy and in particular with the rise of internet shopping. Given this and the uncertain future demand for retail floorspace and the potential vulnerability of existing retail centres, the Plan proposes no new major retail allocations and, to

complement this, advocates a more flexible approach to uses in our centres, while protecting key parts of our town centres in retail use.

19.11 Climate change is a major issue for all local authorities. The Local Plan tries to address this in a number of ways e.g.

- directing development away from areas of flood risk
- ensuring development is accessible by means of transport other than the private car,
- encouraging the reuse of existing resources such as land and buildings, and
- encouraging energy efficiency and the use of renewable energy in new developments.

20. Monitoring

20.1 Monitoring is important to ensure that we can see if our planning policies are being implemented. We are suggesting a range of indicators to monitor the performance of the Local Plan. These are provided as an appendix to the Local Plan.

20.2 2013-14 Local Plan Monitoring

The 2013-14 Authority Monitoring Report covers the period up to March 31st this year. Its approval will bring the monitoring in relation to strategic planning up to date. This is available to view at www.sefton.gov.uk/amr.

Some of the headline points from the monitoring that was undertaken for this period include:

- The net additional dwellings completed during this year were 312. This was achieved through 323 gross completions minus 11 demolitions.
- Of the 323 completions 274 were new build and 49 of these were conversions.
- There were 82 affordable housing completions during 2013-14, 30% of all new build housing completions for the year.
- Permission was granted for four additional pitches on the Red Rose Traveller site at Broad Lane, Formby.
- There was 3523m² of business premises completed during 2013-14.
- As of March 2014 there are just over 65 hectares of employment land available for development in Sefton. Over 45 hectares of this is located within the Bootle Parliamentary Constituency area.

20.3 2013-14 Waste Local Plan Monitoring

The Merseyside Joint Waste Local Plan was adopted in July 2013. This was co-ordinated on behalf of the Merseyside authorities (and Halton) by the Merseyside Environmental Advisory Service (MEAS). The Waste Local Plan also needs to be monitored. MEAS will publish a report monitoring the policies in the Waste Local Plan. This will be published early in 2015 and be made available on the Council's monitoring webpage www.sefton.gov.uk/amr. Some of the key findings from the emerging Waste Local Plan monitoring report are:

Agenda Item 8

- In Sefton no waste applications were received on the 4 allocated sites but this is only year one of a 13 year plan
- Sefton's sub-regional site allocation (F1) at Alexandra Dock, Bootle has permission for an Energy from Waste facility
- Across Merseyside and Halton 142,000 tonnes of new waste management capacity was granted permission
- Waste applications which have been granted permission will provide 94 new jobs for Merseyside and Halton
- 30% of all applications received were in Areas of Search identified in the Waste Local Plan, 100% of which were granted permission
- Waste arisings across all sources of waste continue to fall. Local Authority Collected Waste reduced by 2.4% between 2011/12 and 2012/13.
- The Waste Local Plan is making progress in terms of balancing the amount of waste exported with that imported into the region.

21. Evidence supporting the preparation of the Plan

- 21.1 The draft Plan has been subject to a Habitats Regulations Assessment to identify possible impacts on sites which are internationally protected for nature conservation. The Plan has been amended to take account of the recommendations of this Assessment. A Sustainability Appraisal of the Plan has also been carried out. This is an appraisal of the Local Plan and considers its social, economic and environmental impacts. The conclusions of the Appraisal have been incorporated in the report.
- 21.2 This is one of the documents which contains evidence which supports the preparation of the Plan. Members are asked to approve the Sustainability Appraisal for consultation alongside the Local Plan.
- 21.3 Members are also asked to approve the following documents for consultation which have influenced the content of the Local Plan
- Infrastructure Delivery Plan (as referred to section 8.7)
 - Economic Viability Study of Development for the Local Plan (as referred to in section 9.8).
 - Review of the Sefton Housing Requirement, 2014
 - Strategic Housing Land Availability Assessment, 2014
 - Landscape Study, 2014
 - Local Plan Site Selection Methodology, 2014
 - Assessment of Transport Assessments, 2014
 - Sustainability Appraisal of the Local Plan, 2014
 - Equalities Impact Assessment, 2014
 - Habitats Regulations Assessment, 2014.

22 Publicity

- 22.1 The Plan will be published for a period of eight weeks beginning late January. The statutory period is six weeks but the Council's own Statement of Community Involvement has a standard of eight weeks. This period is specifically not 'consultation' as the Council is not expected to make significant changes in response to people's comments at this stage. All comments will be forwarded to a

Government appointed independent Inspector for consideration at examination (see para 2.3).

- 22.2 A report will be taken to the Public Engagement and Consultation Panel in January outlining our approach to publicity. We are planning a 'wraparound' of the Champion newspaper, and this will be delivered even to those homes which do not normally receive the Champion, thereby achieving full Borough coverage. There will also be adverts in the Trinity Mirror group of papers.
- 22.3 The Council web-site will be kept up-to-date (e.g. with answers to frequently asked questions), and we will use the Council's Twitter feed.
- 224 We will make it clear that the only way people will be able to have their views considered by the Inspector is for them to make their comments in writing even if they have made representations previously at earlier stages of the Plan preparation process.

23. Next stages

- 23.1 As we finalise the Plan for publication there may be a need to make minor changes e.g. to correct minor errors and to simplify the wording without changing its meaning. The document can also be presented in a way which makes it easier for people to read and understand e.g. through adding a glossary, and more illustrations such as maps and diagrams. Authority is requested to make such minor editorial changes before the document is printed.
- 23.2 The Habitats Regulations Assessment is forwarded to Natural England and Natural Resources Wales for a statutory three week period for comment which will end in mid-January. Any comments which may result in changes to the draft Plan will be reported to Council.
- 23.3 After the eight week publication period which is due to end in late March, the Council must collate the responses it receives and then forward them to the Planning Inspector. It normally takes a few weeks to prepare the comments in the format required by the Inspector. There is an option at this stage of reporting back to Council if any significant new issues emerge during the Publication period. Alternatively the Plan may be submitted direct for examination.
- 23.4 It would normally take a few months between submitting the Plan and the examination. Depending on the timing and length of the examination, it is possible the Plan could be adopted by the end of 2015.

24. Conclusions

- 24.1 The Publication Draft Plan is a key stage in the preparation of the Local Plan for Sefton. The Government's support for sustainable development is clear.
- 24.2 There is potential conflict between development and the benefits which flow from it, including the likely environmental impact for the Borough. However, not to identify land in the Green Belt for development would ultimately not protect the Green Belt. Sefton has a duty to provide land to meet its needs. If it does not provide this land, sites in the Green Belt could be released for development in any case. This would not happen through the co-ordinated approach of the Local Plan,

Agenda Item 8

but piecemeal through individual applications for development. These may not be in the most sustainable locations or on sites that would contribute most positively to existing communities.

- 24.3 The Government has issued unequivocal guidance to local planning authorities to meet 'objectively assessed needs' or work with adjoining authorities to meet needs in their boroughs. Adjoining authorities are not able to help us and so Sefton must meet its own needs. The approach proposed in the Plan to calculating housing needs is well accepted by Planning Inspectors and is the most likely way to lead to a 'sound' Plan.
- 24.4 The Council could choose to promote a higher housing requirement. However, it is considered that Sefton's residential/commuter function within the City Region and its significant environmental constraints would not support a higher level of housing. The level of development proposed is not much greater than the average house-building rate in Sefton for the past three decades when the population was falling. Now that this trend is reversing, the proposed level of house building is likely to lead to major benefits for the wider community of Sefton including meeting some of the Borough's needs for affordable housing and providing much needed specialist housing for older people.
- 24.5 Sefton will benefit from the fact that this Draft Plan provides for a range of homes, jobs and infrastructure which will encourage more families and younger people to live and work in Sefton. This approach will strike a balance between promoting growth and protecting the most important environmental assets. Neighbouring authorities support this approach too. This factor is important as Sefton has a legal duty to co-operate with adjoining authorities as well as with other organisations.
- 24.6 The draft Plan helps us address many of the issues and challenges facing Sefton. It offers opportunities for achieving planned, quality sustainable development which responds sensitively to Sefton's valued environments. It will require appropriate investment in the future of Sefton and in its assets, for residents and businesses alike. It also represents the approach which is most likely to be found sound by an Inspector at a future examination of our Local Plan.

Annex A Sefton Local Development Scheme 2015

| | |
|-------------------------------|---|
| Title: | Sefton Local Plan |
| Content: | <p>The Local Plan sets out Sefton Council’s planning strategy for the Borough over the period from 2012 to 2030. It identifies key proposals, allocates land for development and sets out detailed policies which the Council will use to determine planning applications.</p> <p>The Local Plan has been prepared under the planning system introduced under the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, the Localism Act 2011 and the Growth and Infrastructure Act 2013. These Acts require planning policies to be prepared through a Local Plan. It is produced in accordance with the Government’s National Planning Policy Framework (2012) and has had regard to National Planning Practice Guidance.</p> |
| Management: | Local Plan team led by Local Plan Manager. Council will approve the Publication, submission and Adoption of Local Plan |
| Community Involvement: | <p>Consultation has [to date] included a range of methods at each different stage of production based on the standards set out in the Statement of Community Involvement. Particular emphasis was placed on early consultation with all appropriate groups.</p> <p>Early consultation was split into a number of distinct phases:</p> <ul style="list-style-type: none"> - consultation on Issues was undertaken during 2009. This involved a number of workshops, discussion groups, newsletters and presentations. - consultation on Options was undertaken during 2011. This involved drop in sessions, discussion groups, presentations, and consultation documents available for comment - consultation on the Preferred Option was undertaken during the summer of 2013. - consultation on ‘Additional Sites’ [further sites proposed during the Preferred Option consultation] was undertaken during June to August 2014. <p>These stages were advertised widely and documents available in locations throughout Sefton. At the Options and Preferred Options stage we also gave presentations and feedback sessions to a range of groups and organisations and ran numerous events when members of the public could discuss emerging plans with officers.</p> <p>At Publication stage we will also widely advertise and make documents available for comment for an eight week period.</p> |
| Monitoring and Review: | Objectives of the Local Plan will have linked indicators that will be monitored annually through the Authority Monitoring Reports. |

| | |
|---------------------------------------|------------------|
| Start of Preparation: | January 2009* |
| Early Consultation: | To August 2014 |
| Pre-Submission Publication: | January 2015 |
| Submission to SoS: | May 2015 |
| Pre-Hearing Meeting: | Summer 2015 |
| Examination Hearing: | Late Summer 2015 |
| Receipt of Inspector's Report: | Late 2015 |
| Adoption: | Late 2015 |

*The official starting point is at the point statutory bodies were consulted on the scope of the Sustainability Appraisal

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Sefton Local Plan

Emerging Publication Draft for

Cabinet

15th January 2015

Council

22nd January 2015

Agenda Item 8

Index and Plan Structure

- Index

Section A – Context and Strategy

| | |
|-----------|---|
| Chapter 1 | Introduction |
| Chapter 2 | Duty to cooperate |
| Chapter 3 | Profile of Sefton |
| Chapter 4 | Key issues and challenges / Sefton in 2030 – our vision for Sefton / Objectives |
| Chapter 5 | Priorities, policy principles and spatial strategy |

Section B - Detailed policies

| | |
|------------|---|
| Chapter 5A | Sustainable Development |
| ○ | SD1 Presumption in favour of sustainable development |
| ○ | SD2 Principles of sustainable development |
| Chapter 6 | Meeting Sefton’s needs |
| ○ | MN1 Housing and employment requirement |
| ○ | MN2 Housing, employment and mixed use allocations |
| ○ | MN3 Strategic Mixed Use Allocation – Land east of Maghull |
| ○ | MN4 Land north of Formby Industrial Estate |
| ○ | MN5 Land south of Formby Industrial Estate |
| ○ | MN6 Land North of Brackenway, Formby |
| ○ | MN7 Sefton’s Green Belt |
| ○ | MN8 Safeguarded Land |
| Chapter 7 | Economic development and regeneration |
| ○ | ED1 The Port and Maritime Zone |
| ○ | ED2 Development in town, district and local centres, local shopping parades and outside defined centres |
| ○ | ED3 Primarily Industrial Areas |
| ○ | ED4 Mixed Use Areas |
| ○ | ED5 Tourism |
| ○ | ED6 Regeneration Areas |
| ○ | ED7 Southport Central area |
| ○ | ED8 Southport Seafront |
| ○ | ED9 Crosby Centre |
| Chapter 8 | Housing and communities |
| ○ | HC1 Affordable and special housing needs |
| ○ | HC2 Housing type, mix and choice |
| ○ | HC3 Residential development and development in Primarily Residential Developments |
| ○ | HC4 House extensions and alterations and conversions to Houses in Multiple Occupation and Flats |
| ○ | HC5 Planning for Gypsies and Travellers |
| ○ | HC6 Assets of community value |
| ○ | HC7 Education and care institutions in the urban area |
| Chapter 9 | Infrastructure |
| ○ | IN1 Infrastructure and developer contributions |
| ○ | IN2 Transport |
| ○ | IN3 Managing Waste |
| Chapter 10 | A quality, healthy environment for Sefton |
| ○ | 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 drink
- EQ11 Advertisements

Chapter 11 Natural and heritage assets

- 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, Countryside Recreation Areas 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
 - NH13 Development affecting archaeology and Scheduled Monuments
 - NH14 Development affecting non-designated Heritage Assets
- Implementation and monitoring
 - PIM1 Planning enforcement

Appendices

- 1 Site specific requirements
- 2 Nature sites and related information
- 3 Monitoring Framework
- 4 List of SPDs

Agenda Item 8

Chapter One Introduction

- 1.1 The Local Plan will help us to shape Sefton over the next 15 years – our towns and villages, coast and countryside, homes, jobs, services and leisure opportunities. It provides a positive approach to planning for Sefton which combines the desire to be aspirational with a challenging national economic context.
- 1.2 The Local Plan sets out:
 - How development will be provided for to meet the needs of Sefton’s communities
 - The policy framework for making decisions on planning applications
 - The strategic policy framework for Neighbourhood Plans, and
 - Priorities for investment in employment, housing and infrastructure, including site allocations.
- 1.3 The Local Plan has a start date of 2012 as this is the date of the latest population projections which must be taken into account in preparing the Plan.

Key influences on the Local Plan

- 1.4 The key elements which have influenced the shape of the Local Plan are:
 - The National Planning Policy Framework (‘the Framework’), especially its emphasis on:
 - The need to boost significantly the supply of housing
 - Facilitating sustainable development. The Framework notes that “Sustainable development is about positive growth – making economic, environmental and social progress” (Ministerial Foreword), and has at its heart “a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking” (paragraph 14).
 - Sefton’s role within the sub-region:
 - With the abolition of the Regional Spatial Strategy in May 2013, the main regional/ sub-regional influences on the Plan are Sefton’s role within the Liverpool City Region.
 - the ‘Combined Authority’ has added a formal dimension to working in partnership and provides a strategic framework to bid for government funding for City Region-wide priorities.
 - The Local Enterprise Partnership identifies ‘transformational actions’ which reflect the key economic aspirations for the City Region.
 - ‘Nature Connected’ (the Local Nature Partnership) is a partnership focusing on a City Region-wide approach to environmental matters.

Sefton’s role in these initiatives is covered in the next chapter: ‘Duty to Co-operate’.
 - Evidence:
 - The Local Plan takes account of a range of evidence and studies that have been undertaken either by Sefton or in partnership with the Liverpool City Region authorities. These documents are listed at Appendix 1 and can be viewed online at www.sefton.gov.uk/planningstudies.
 - The Local Plan is supported by a Sustainability Appraisal Report (including a Strategic Environmental Assessment) The Report includes a detailed assessment of options considered and how each policy has been assessed against a range of social, economic and environmental criteria. The Local Plan also incorporates the findings of the Habitats Regulations Assessment which is required under the European Habitats Directives.
 - What we have been told at previous stages in preparing the Plan:
 - There has been extensive consultation with a wide range of partners, organisations and the wider community
 - The comments received have helped to shape the content of the Plan although these must be considered in the context of what the Government requires local authorities to do through the Framework.

Preparing a Local Plan for Sefton

1.5 The draft Plan has been prepared over a number of years. The key stages are as follows:

- **Issues stage - 2009:**
 - consultation on range of issues facing Sefton
 - the possible need to use Green Belt land to meet housing needs was not considered at that stage, as this was before the regional layer of Government was abolished – at that time it was expected the Green Belt would be reviewed at a sub-regional level before a Plan was prepared for Sefton
- **Options stage - 2011:**
 - three options consulted on – ‘urban containment’ / ‘meeting identified needs’ / ‘optimistic household growth’
- **Preferred Option stage – 2013:** based on the strategy of meeting identified needs
- **Publication Draft Plan – 2015:** this is closely based on meeting identified needs, adjusted to take account of the latest (2012-based) population projections.

What does the Local Plan contain?

1.6 The Local Plan includes both a document (the ‘Written Statement’) and a Policy Map. Together they make up the Local Plan.

1.7 The first part of the Written Statement, comprises the following:

- A profile of Sefton i.e. what kind of place Sefton is
- Key issues and challenges Sefton faces
- Vision and objectives for Sefton - what the Local Plan is trying to achieve and key priorities during the period of the Plan
- The strategy of the Plan – this outlines some of the spatial challenges in Sefton, and how the development patterns are influenced by settlement hierarchy but also by the numerous constraints in the borough.

1.8 The remainder of the written statement sets out the detailed policies that together will help the Council achieve the vision, objectives and strategy of the plan.

- Meeting Sefton’s Needs - Chapter 6
 - identifies the number of homes and amount of employment land which the Local Plan must provide for and allocates sites.
- Economic Development and Regeneration - Chapter 7
 - sets out detailed policies on some of the priorities for economic growth in Sefton during the period of the Plan, such as the Port of Liverpool, town and local centres and, particularly in Southport, tourism
 - identifies the main focus for regeneration in Sefton during the plan period and the type of development the Borough would like to attract to its employment sites.
- Housing and Communities - Chapter 8
 - contains policies on affordable homes, homes for older people, housing mix, meeting the needs of travellers, and what type of development would be allowed in our residential areas.
- Infrastructure - Chapter 9
 - explains the Council’s approach to developer contributions in support of infrastructure, priorities for transport, and how proposals for waste will be treated.

Agenda Item 8

- A Quality, Healthy Environment - Chapter 10
 - comprises a range of policies that seek to improve the places people live in. This includes access, design, pollution, energy efficiency, dealing with the risk from flooding and ensuring trees and open space are provided as part of development.
 - Natural and Heritage Assets - Chapter 11
 - contains policies that seek to protect and enhance the range of assets that are in Sefton, both in terms of environmental assets, such as the Coast, nature sites, open spaces, minerals; but also its built assets, such as listed building, conservation areas and recreation facilities.
- 1.9 Finally, Chapter 12 outlines how the Plan will be implemented and monitored.

CHAPTER TWO Fulfilling the 'Duty to Co-operate'

- 2.1 The duty to cooperate was introduced in the Localism Act 2011 following the abolition of Regional Planning Structures. It places a legal duty on local planning authorities to engage constructively and actively, and to address strategic cross-boundary matters in preparing Local Plans. Importantly the duty to co-operate is not a duty to agree but rather to engage in a meaningful and substantive way in respect of cross border issues.
- 2.2 Sefton has actively and constructively co-operated with all neighbouring districts and other organisations and partners such as the Local Enterprise Partnership and the Environment Agency throughout the preparation of the Local Plan. This has included co-operation on key strategic matters, the preparation of joint evidence and studies where appropriate, and regular sub-regional meetings. That co-operation has been long standing and is ongoing.
- 2.3 The key strategic matters that have been addressed in Local Plan preparation are set out below.
- 2.4 **Addressing sub-regional housing and employment needs:** West Lancashire, Liverpool, Knowsley, and Wirral, as neighbouring authorities, have confirmed (Development Land Needs and Supply (the Overview Study) for the Liverpool City Region (2010)), that they do not require Sefton to meet any unmet housing or employment needs arising in their areas. In addition, when it became clear that Sefton would be unable to meet its own housing and employment needs without encroaching on Green Belt, the Council wrote to these districts to see if they could accommodate Sefton's needs in their area. All wrote back to advise that they would be unable to do so. It was on this basis that Sefton, Knowsley and West Lancashire embarked on a joint review of the Green Belt in their respective areas to identify the scope for accommodating housing and employment needs. No neighbouring district has so far objected to the proposed housing or employment land requirements in the Local Plan and the sites proposed for meeting them.
- 2.5 The Consequences Study (2012) assessed the social, economic and environmental impact of a number of options for Sefton's future development on both Sefton and its neighbouring authorities. During the course of this study it became clear that no adjoining authority would support Option One which restricted development to within Sefton's urban area as it would put more pressure on them to meet additional needs, over and above their own needs, for homes and employment land. Option Three, based on 'optimistic household growth', was the highest growth option. Only Liverpool gave some qualified support to this option and this was only from an economic point of view. However, Liverpool considered any advantage was countered by potential loss of some of its population to Sefton. All adjoining authorities supported Option 2 which was based on Sefton meeting its needs.
- 2.6 **Land needs arising from the expanded Port of Liverpool:** In 2013, the Local Enterprise Partnership commissioned a study of the land implications arising from the expanded Port of Liverpool (construction of which is currently underway). This study found that in the short term (the first 5 years) there were sufficient high quality sites to accommodate the needs of the expanded port. However in the medium-to-long-term (i.e. 5-20 years), the study found a deficit of around 400 to 500 ha of high quality sites across the wider Liverpool City Region (LCR) relative to anticipated demand. Given respective Local Plan timescales, with some either adopted or at an advanced stage, it has not been possible for local authorities to act in tandem to identify sites to meet this need in the short term. A need for an early review of the Local Plan to address the needs generated by the expanded Port of Liverpool is considered at paragraph 5.42.
- 2.7 **Provision for businesses relocating from land adjacent to the Port of Liverpool:** The Mersey Ports Master Plan identifies a number of 'areas of change' within or adjacent to the Port estate where land will be required to accommodate the expansion of the Port. One area at Regent Road/Derby Road which straddles the Sefton-Liverpool boundary is currently occupied by a significant number of small and medium sized businesses. If the land were acquired by the Port to facilitate expansion, then any businesses that were displaced would create additional demand for employment land elsewhere. In a report appended to the 2012 Employment Land & Premises Study, a total requirement of 13.16ha arising from this source was identified. Following discussions with Liverpool City Council, an 80-20 split

Agenda Item 8

of this requirement was formally agreed, leading to an apportionment of 2.63ha to Sefton's employment land requirement, with the balance of 10.53 ha to Liverpool.

- 2.8 In addition, Sefton adopted the **Joint Waste Local Plan** in 2013 which was jointly prepared with the other Merseyside authorities. It has also worked on a number of joint studies, including:
- The Merseyside and West Lancashire Traveller Accommodation Assessment 2014
 - Green Belt Study 2013 - prepared to a common methodology with Knowsley and West Lancashire
 - A joint Housing and Economic Development Evidence Base Overview Study 2011 (the 'Overview' Study) which included the LCR authorities plus Cheshire West and Chester authorities, and 4NW
 - Annual Strategic Housing Land Availability Assessments (SHLAAs) - prepared to a common methodology with Knowsley and West Lancashire
 - Employment Land and Premises Study (2010) jointly between Sefton, West Lancashire and Knowsley
- 2.9 Sefton also attends bi-monthly meetings with other LCR authorities to discuss sub-regional issues, and is a formal member of the Liverpool City Region (LCR) Combined Authority which was formally established on 1 April 2014. The Council has also worked closely with the Local Enterprise Partnership, and other relevant bodies including the Environment Agency, English Heritage, the Homes and Communities Agency, Merseytravel, and others in preparing its Local Plan.
- 2.10 As well as working closely with Nature Connected, the Local Nature Partnership, Sefton has been a member of the Mersey Forest partnership for many years, and most recently contributed to the preparation of the Mersey Forest Plan 2014. The local authorities in the City Region, Natural England, and other partners also continue to work together on cross-boundary ecological issues including the Nature Improvement Area, and to manage visitor pressure on the Sefton Coast.
- 2.11 Further details on Sefton's compliance with the Duty to Co-operate can be found in the 'Duty to Co-operate' technical paper (to be prepared).

CHAPTER THREE Profile of Sefton

- 3.1 Sefton is a coastal borough. It lies in the northern part of the Liverpool City Region with which it shares close economic, social, cultural and transport links. It also has important links to Preston and West Lancashire. Sefton adjoins the City of Liverpool to the south, the borough of Knowsley to the south-east, and the largely rural West Lancashire elsewhere.

Figure 3.1 Sefton in its sub-regional context
TO BE ADDED

- 3.2 Sefton's future is increasingly linked to the Liverpool City Region. In 2014, Sefton became a member of the Combined Authority comprising all six greater Merseyside boroughs to take an overall approach to economic development and regeneration, employment and skills, transport and strategic housing. It has received £230m funding from the Government's Local Growth Fund to support economic growth.
- 3.3 Sefton, with its five main settlement areas across its northern, central and southern areas, is a borough of contrasts. In the south, Bootle, Litherland, Seaforth and Netherton share the metropolitan character of Liverpool. The other main settlements are Crosby, Maghull, Hightown and Formby in the centre of the Borough and the Victorian resort of Southport in the north. These built-up areas comprise about half of the area of the Borough and are where 95% of Sefton's residents live. The population of Sefton has declined slowly from a peak of 300,100 in 1981. It is currently around 273,700 and for the first time in 30 years the decline has stabilised and this trend is now projected to reverse. The population is now projected to rise to about 280,000 by 2037. (Source: ONS 2012 based sub national population projections for Sefton).
- 3.4 The other half of Sefton is rural, including a number of villages, and is covered by the Merseyside Green Belt. This is tightly drawn around Sefton's towns and villages and has helped channel regeneration and development into the built-up areas, notably Bootle and Southport. This is now under pressure to be reviewed in order to meet the requirements of the Government's planning agenda supporting sustainable growth.
- 3.5 Sefton has a number of famous features that help make it distinctive. These include the resort of Southport, an outstanding natural coast, the home of the Grand National at Aintree, England's 'golf coast' including Royal Birkdale, and Antony Gormley's 'Iron Men' sculptures on Crosby beach.

Sensitive environment

- 3.6 Sefton has 22 miles of coast stretching the length of the borough and containing a number of internationally important nature reserves and the most extensive dunes in England. The coast is an important part of the Borough's outstanding natural environment which helps to make Sefton distinctive and is valued by residents, businesses and visitors alike. Most of our coast has been designated a Special Area of Conservation under the European Union Habitats Directive, a Special Protection Area under the EU Birds Directive and a Ramsar Site under the Ramsar Convention. The Borough is home to three national and four local nature reserves, and four Sites of Special Scientific Interest.
- 3.7 Other important green infrastructure in Sefton includes public open space, water bodies and trees, especially urban trees. Over £9m investment in Sefton has been secured through the Borough's trees and greenspace policy, in order to mitigate the impact of development and improve local environments. Away from the coastal area, there are few areas of woodland, apart from recently planted community woodlands. There are more than 150 parks, playing fields and sports pitches and other public open spaces.
- 3.8 Sefton has a large amount of high quality agricultural land. Around 30% of Sefton's agricultural land is classified as grade 1, grade 2 and grade 3a ('best and most versatile' agricultural land), together forming less than 1% of England's best and most versatile agricultural land.

Agenda Item 8

- 3.9 The Leeds and Liverpool Canal passes through Maghull, Netherton and Bootle before continuing to Liverpool. It is already very well used for recreation by local communities. The Canal offers great potential to be used more intensively for tourism, subject to this being compatible with the location of much of the canal in Sefton's Green Belt.
- 3.10 Sefton also has a rich built heritage, with over 500 Listed Buildings, 25 Conservation Areas, five registered Parks and Gardens and 13 Scheduled Ancient Monuments. Listed Buildings range from country estates to fisherman's cottages. Though there is a concentration of heritage assets in some areas, such as Southport town centre and Little Crosby, they are distributed throughout Sefton and contribute to the value, attractiveness and distinctiveness of their local areas.
- 3.11 Much of Sefton is flat and low-lying, which makes it potentially vulnerable to flooding from a variety of sources. Over 40,000 properties are at risk of surface water flooding. This risk of flooding is likely to increase with climate change.
- 3.12 Bootle's industrial past has left large tracts of contaminated and derelict land in areas that have low land values. This legacy requires investment to remediate vacant sites, overcome constraints and make them suitable for new development.
- 3.13 Parts of Sefton have poor air quality which can contribute to respiratory problems. The Council has declared five air quality management areas, for which action plans are required to reduce resident exposure. The main concern is Nitrogen Dioxide and fine particulate emissions from road traffic.

Homes & Neighbourhoods

- 3.14 Sefton comprises a largely self-contained housing market and most people who live in Sefton want to continue to live in Sefton. A 2010 study [*Housing Search and Expectations Study*] indicated that over eight out of ten people would choose to stay in Sefton if they moved house. Within this overall pattern, there is a north-south divide. There is a higher proportion of owner occupiers outside Bootle and Netherton, and house prices are generally higher in central and north Sefton than in the south of the Borough. In general, there is a need for more affordable housing in the centre and north of the Borough. The Strategic Housing Market Assessment 2014 considers this more detail.
- 3.15 The number of vacant (i.e. empty) homes in Sefton is just over 5,800 (based on April 2014 Council tax data), 4.63% of the total stock (including second homes and homes set for demolition in the Housing Renewal areas). Of the total number of vacant homes, 2,632 are classed as long-term vacant, i.e. vacant for more than six months. These vacancies are concentrated in south Sefton and central Southport.
- 3.16 Whilst there is a mix of house types and tenures across most of Sefton, there is less choice in south Sefton where there are more terraced houses, and more homes owned by housing associations or private landlords.
- 3.17 The 2011 Census identifies that, when compared with both the North West Region and England, the Borough has a higher proportion of older persons. In 2011, 34.0% of the population of Sefton was aged 55 or over compared with 28.6% in the North West region and 28.0% for the whole of England. Within Sefton there are also some notable differences with the Bootle/Netherton area having a relatively young population (27.1% aged 55 and over) and the rest of the Borough being generally older (36.6% aged 55 and over).

Jobs and economy

- 3.18 Economically, Sefton is an integral part of the Liverpool City Region. Two out of every five of Sefton's working population commute outside the Borough, many of these to Liverpool and elsewhere within the City Region. This is particularly the case for the towns in central Sefton – Crosby, Formby and Maghull. However, some 70% of working residents in Southport also work there, making it a relatively self-

contained labour market.

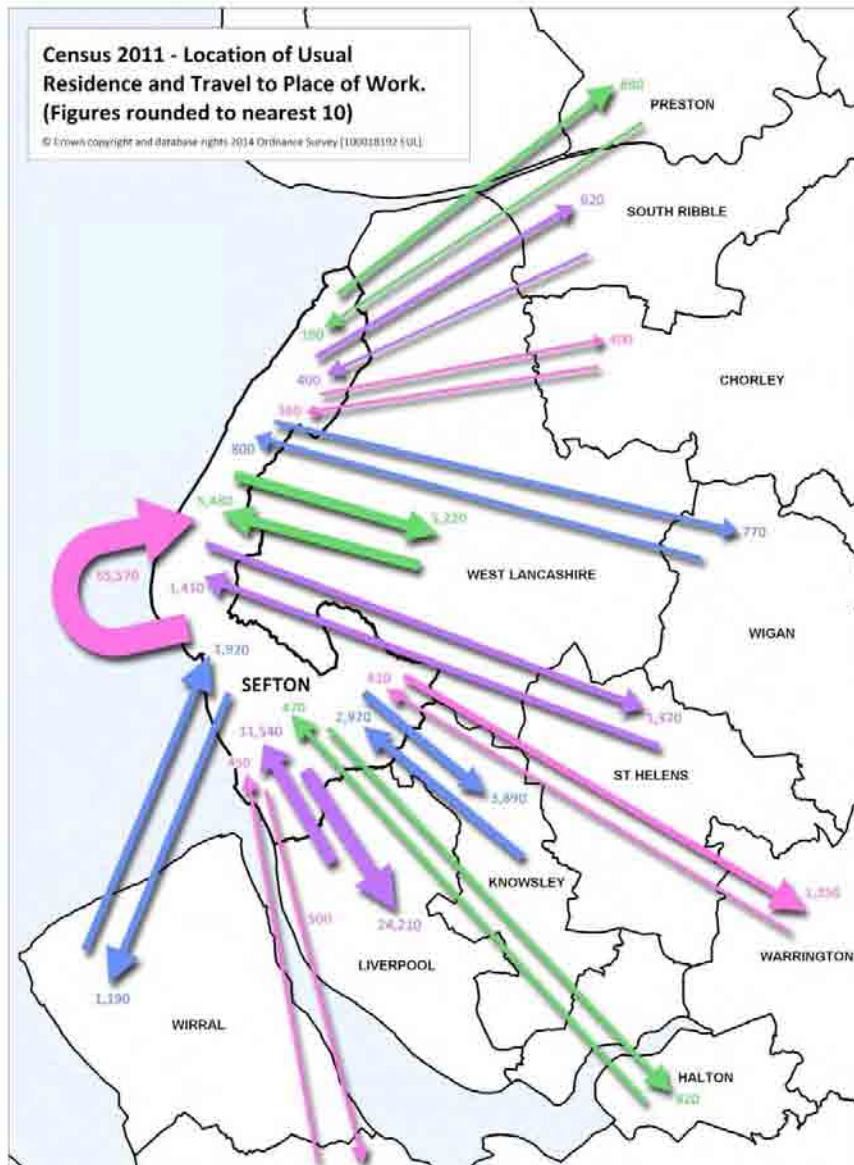


Figure 3.1 Diagram of commuter flows both into and out of Sefton

- 3.19 Sefton has an industrial heritage in the south of the Borough, but it now accounts for only about 7% of employment and is mainly low value-added, with a small dynamic sector in advanced technologies and products. There is a limited amount of employment land in north Sefton. Sefton’s employment land supply is, by some way, the smallest of any greater Merseyside [which includes Halton] local authority area.
- 3.20 Sefton has high skill levels and a low rate of deprivation when compared to the other local authority areas of Merseyside (although areas of deprivation in Bootle and Seaforth and in Southport place them in the most deprived 20% of neighbourhoods¹ in the country – see figure 3.2 below). Unemployment rose sharply at the onset of recession in 2009, remained high for four years, and is now dropping slowly

¹ Here, neighbourhood means Local Super Output Area (LSOA), as defined by the government’s Office for National Statistics

Agenda Item 8

in line with the UK's cautious economic recovery. The proportion of working age people in Sefton not in work (Labour Force Survey) has fallen from a peak of 9.6% in June 2011 to 8.4% in June 2014. The unemployment rate in Sefton remains lower than those of the adjoining boroughs of Liverpool and Knowsley (12.8% and 9.7% respectively) although there are parts of Sefton, such as Bootle, where rates remain twice the national average.

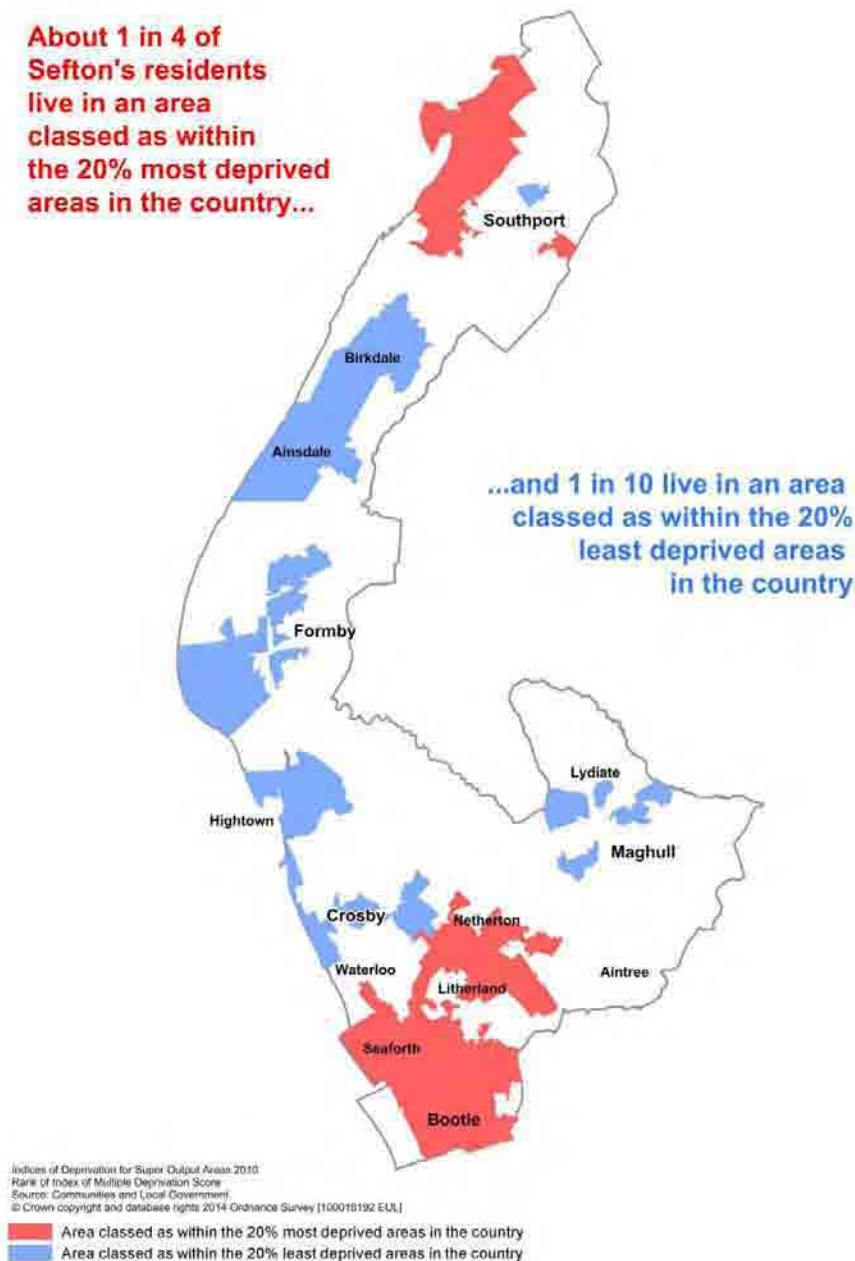


Figure 3.3 Areas in Sefton classed as within the 20% most deprived in England

3.21 The number of residents in employment in Sefton fell in 2009 but recovered to pre-recessionary levels in 2014. There are 121,400 residents in employment, which as a proportion of all working age residents is an activity rate of 70.8% (June 2014). This reflects on the recovery in the wider city region. The number of jobs actually located in Sefton recovered slightly in 2013 at 90,000 but has yet to reach peak levels before the recession. The number of public sector jobs contracted by 17% since 2009, and private sector jobs have yet to compensate with zero growth over the same period. Approximately 1 in 4 people in Sefton are now employed within the public sector (including the Department of Work and Pensions,

the Health and Safety Executive, Sefton Council and the NHS). However, the overall number of these jobs is decreasing significantly as a result of reductions in government funding for this sector. Many of these jobs are based in the Bootle area which has a large amount of office space, much of which has been improved and has successfully concentrated civil service jobs relocated from elsewhere in the city region and the north west.

- 3.22 Whilst Sefton compares well with other districts in Merseyside, fewer of our working-age population have qualifications at NVQ levels 3 and 4 compared to the country as a whole. This makes it more difficult for them to gain employment, or better paid employment. There are also local variances in qualifications: 12% in Bootle and 13% of Netherton are qualified to Level 4 or above, but 37% in Formby (2011 Census). The extent and rate of unemployment, reflecting low levels of investment and growth over many years, multiple personal and family barriers to work, as well as skill mismatch with emerging sectors, have been historically highest in the most disadvantaged parts of the south of the Borough.
- 3.33 Sefton's town and other centres perform an important economic role, both in terms of providing shops and services but also as locations for jobs. Southport and Bootle centres remain the main town centres in Sefton with smaller district centres at Waterloo, Crosby, Maghull and Formby also having an important retail function. However, the role of such centres nationally is evolving, due in part to national retailing and wider economic pressures and changing shopping habits, in particular the rapid growth of internet shopping.
- 3.34 Each of Sefton's centres face continued and potentially increasing competition from both new and existing developments outside the Borough and out of centre shopping within Sefton. As a result vacancy levels are relatively high. At July 2011, 13.6% of total floorspace in Southport town centre was vacant, and 11.9% of total floorspace in Bootle town centre (2012 Retail Strategy Review). Investment in Crosby and Maghull has stalled recently partly due to the recession. Some local centres have been particularly hard hit and present a major challenge for regeneration. Many local shopping parades also suffer from low demand and high vacancy rates.
- 3.34A The next few paragraphs outline four transformational actions which have been agreed by the Liverpool Enterprise Partnership for the Liverpool City Region.
- 3.35 The Port of Liverpool is critically important to the economy of the Liverpool City Region and provides a significant number of jobs for people in Sefton, either directly in the Port or in the associated maritime economy. The Port's ambitious plans for further expansion and investment along the Manchester Ship Canal (including the construction of the Seaforth River Terminal) will only reach their full potential with considerable modernisation of the city region road and rail infrastructure. The Chancellor's Autumn Statement 2014 confirmed that over £300 million will be invested in improving road links to the Port of Liverpool and Ellesmere Port. This poses a challenge as land supply is constrained and potentially available land is important for nature conservation.
- 3.36 The Visitor Economy is integral to the economic and social prosperity of the Liverpool City Region, while also critical to Southport's long term economy. Over the last ten years, in excess of £200 million has been invested in the infrastructure of Southport's visitor economy. The visitor economy also supports over 4000 full time equivalent jobs and creates demand for new and additional services that lead to the creation and growth of businesses.
- 3.36A Another Liverpool City Region priority is the low carbon economy. Working with Registered Social Landlords throughout the City Region, Sefton Council leads on an initiative called REECH (Renewables and Energy Efficiency in Community Housing). This is a European Regional Development Fund funded project aimed at improving energy efficiency in some of the most deprived communities in the Liverpool City Region.
- 3.36B This will provide a range of low carbon technologies in over 3,600 homes at a cost of £27million, as well as piloting a low carbon scheme with small businesses. Sefton is also a member of the Covenant of Mayors, a European movement where local authorities voluntary commit to increasing energy efficiency and use of renewable energy and meet EU sustainable energy targets.

Agenda Item 8

- 3.36C The “knowledge economy” is the last of four transformational priorities for the Liverpool City region. Sefton’s participation in the Merseyside Superfast Broadband programme is a good example of Sefton’s contribution to this priority.

Making connections – travel and accessibility

- 3.37 Sefton has an extensive, well developed and well used transport network. Most of the urban areas are within easy reach of the bus network, which includes radial and circular routes from each of the 5 main settlement centres as well as linking routes. There are high frequency local rail services running from the north to the south of the borough – on the Southport to Liverpool line which runs through Formby, Crosby and Bootle; and the Ormskirk to Liverpool line which runs through Maghull, Aintree and southern Bootle. An increasing number of Sefton residents use the train to travel to work. Despite this, most people travel to work by car (56%), with public transport accounting for 16% of journeys (2011 Census).
- 3.38 However, people in some parts of the borough find the bus network inadequate, particularly for east-west trips in the south of the borough, on the outer edges of the urban areas and in the rural areas. There are no east-west passenger rail links in Sefton. It can be difficult for many people to use public transport to get to health, leisure or other facilities, especially in the evenings and at weekends.
- 3.39 Our roads are under increasing pressure as traffic flows continue to rise. This leads to local congestion at peak times within the A565 corridor through Crosby/Waterloo, between Thornton and Switch Island, and, in the summer, on the roads leading into Southport. The traffic congestion in these areas can result in problems with noise and air quality. Brooms Cross Road (Thornton to Switch Island link) is due to be complete in early 2015 and will help reduce some of these problems.
- 3.40 The 2013/14 monitoring report (Modal choice into Merseyside Centres) of how people enter Merseyside’s main towns during the morning rush hour shows that Bootle (73%) and Southport (79%) have the highest rate of car use for commuters travelling into the towns. The average is 54% and of commuters travelling to Liverpool City Centre just 37% choose to drive. In 2006 30% of people travelled to work by sustainable methods (walking, public transport and cycling) a decrease from 38% in 2001.
- 3.41 Many areas in Sefton are poorly served by essential infrastructure (such as roads, water, electricity, broadband, sewers and gas) services and facilities. The Council is working with infrastructure and service providers so that any identified infrastructure issues are addressed, including via their Business Plans and through contributions from developers, linked to future development. The proposals for new infrastructure are set out in the draft Infrastructure Delivery Plan.
- 3.42 Although Southport has good transport links with other parts of Sefton, it is less well connected to areas outside the borough. Congestion in and around Ormskirk means that Southport does not have a fast connection to the motorway network. Proposals for a road to bypass Ormskirk have been shelved by Lancashire County Council as the congestion is considered to be mainly local in nature. Sefton Council is investigating options for a major scheme to improve highway access to Southport from the east. The reinstatement of the Burscough Curves to enable easier rail access from Southport to Ormskirk and Preston has been included in the Liverpool City Region Long Term Rail Strategy but it is not an immediate priority of Lancashire County Council, and so remains a longer term ambition.
- 3.43 Under the Growth Fund initiative, the Local Enterprise Partnership and central government have agreed to invest in improvements to junction 1 of the M58, increasing capacity and access across the city region and also the development of a new station at Maghull North, improving local access to public transport services. The North Liverpool Key Corridor scheme, another growth fund scheme will improve access between Liverpool and the south of the borough.

Health and wellbeing

- 3.44 The Borough has an ageing population and the number of projected residents aged 65+ in 2014 is greater than those people in Sefton under 20. These trends are projected to continue over the next 25 years and by 2030 it is estimated that there will be over 80,000 Sefton residents aged 65 or more. Currently more than one in every five of Sefton’s residents is over 65; this is predicted to be close to one in three by 2037 (*ONS 2012 based sub national population projections for Sefton*). This means Sefton has one of the oldest populations in the North West. This brings specific challenges for housing health care and other services, and also for our available local workforce.

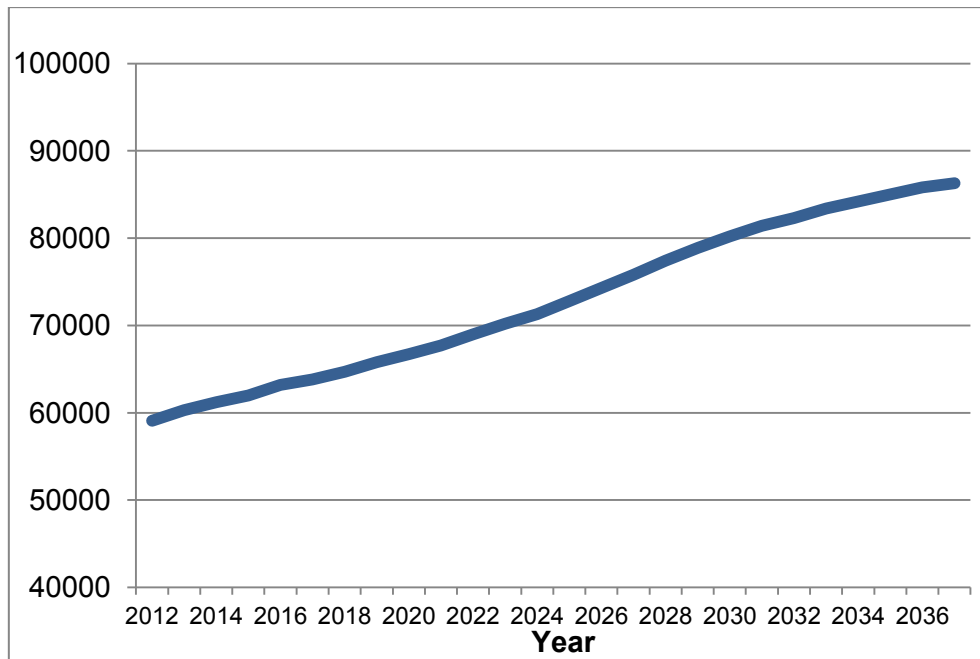


Figure 3.4 Sefton’s Population aged 65+ by year [2012-2036]

- 3.45 In 2010 Sefton was ranked as the 92nd most deprived borough nationally (from 325 English Local Authorities), though it is improving (it was the 78th most deprived in 2004 and 83rd in 2007). However, this conceals a wide diversity within the Borough. Generally, the more affluent areas of Sefton are in the north, with the exception of small parts of Southport.
- 3.46 About 1 in 4 of Sefton’s residents live in an area classed as within the 20% most deprived areas in the country and 1 in 10 live in an area classed as within the 20% least deprived areas in the country. This diversity leads to some major inequalities across the Borough, for example there are major variations in health and life expectancy within a short distance.
- 3.47 Average life expectancy levels for both men and women across the Borough have improved over the past ten years. However this is still below the average life expectancy for England. Significantly, the rate of improvement has not been as great in the most disadvantaged parts of the Borough, particularly for women. People living in the poorest parts of Sefton die on average at younger ages than in the rest of the Borough. Men living within two miles of each other can have a difference in their life expectancy of more than eleven years. (Source: Sefton Strategic Needs Assessment 2012-2013).
- 3.48 Sefton is a safe place to live compared to England as a whole. However there are variations within Sefton. In 2014 the areas that had the highest recorded levels of crime were south Sefton and central Southport, with parts of Bootle (Linacre ward) having almost six times as much crime per person reported than parts of northern Southport (Meols ward).
- 3.49 Sefton Council now has greater responsibilities for public health. Strategic objectives for the Sefton Health and Well-being Strategy include supporting older people and those with long term conditions

Agenda Item 8

and disabilities to remain independent and in their own homes, and seeking to address the wider social, environmental and economic issues that contribute to poor health and wellbeing.

TO BE ADDED

Figure 3.4 Map of Sefton showing north, central and south areas.

South Sefton - population 73,139

- 3.50 Until the Victorian era, Bootle was an area of scattered villages and hamlets with an 18th century canal running through it. The expansion and development of Liverpool's docks northwards in the 19th century led to the rapid development of the areas of Bootle, Litherland and Seaforth to house the new, largely Welsh and Irish workforce. As a result the area has a legacy of large numbers of high density Victorian and Edwardian terraced housing. The area continued to grow and change through the 20th century, with major post-war redevelopments of housing and commercial areas and new lower density, mostly Council, housing built at the edges of the urban area such as at Netherton, much of which was built during the 1960s.
- 3.51 Most of the Port of Liverpool is situated in the south of the Borough, including the Seaforth container terminal and the Freeport. Sefton is therefore an important gateway for trade with Ireland, America and the Far East. The Port of Liverpool has ambitious plans for further expansion including the new deep river berth for 'post-Panamax' vessels which is currently under construction. Parts of south Sefton and the adjoining area of north Liverpool are priorities for regeneration.
- 3.52 In recent years, much of south Sefton was designated as part of the Merseyside 'Housing Market Renewal Area'. The initiative has begun to change the housing quality, type and tenure available, mainly through demolition of low-demand homes and clearance of low grade or vacant industrial sites and rebuilding of new homes. Government funding for this initiative has come to an end.
- 3.53 South Sefton's ability to grow is constrained by the Port to the west, the urban area where it adjoins Crosby and Aintree and the boundary with Liverpool.

Southport – population 90,554

- 3.54 Southport is the one of the North West's main coastal resorts - its Seafront and Lord Street shopping area are crucial to the economic success of the town. Southport has a traditional, quality image, borne out of its Victorian and Edwardian architectural and landscape grandeur. This heritage has led to Southport being described as a 'classic resort'. This, coupled with family attractions and recent growth in 'eco-tourism', has enabled it to endure changing holiday patterns. There has been significant investment in the town centre and Seafront in recent years, but both its leisure and retail areas continue to need to be revitalised.
- 3.55 Just over 37% of the population of Southport (including Birkdale and Ainsdale) is aged over 55 (a percentage which is expected to increase significantly). The town also has a relatively large migrant population, many of whom work in West Lancashire. Within Sefton, Southport has the greatest need for affordable housing, due in part to the high house prices and a restricted supply of affordable housing.
- 3.56 Southport comprises areas of both deprivation and relative wealth, with part of the central area containing some of the most deprived neighbourhoods in Sefton. By contrast, parts of Churchtown and southern Birkdale are some of the least deprived areas in Sefton and nationally.
- 3.57 Unlike the rest of Sefton, most people living in Southport work in the local area; although some commute to other areas. Parts of east Southport and Birkdale have workshops and other informal employment areas on small sites at the backs of the houses [known as 'backland' sites], some of which are now vacant or have been redeveloped for housing. Many of these provide valuable employment, but not all are ideally located. Over time some of these are being redeveloped for housing, and will make a small contribution towards meeting future housing need.

- 3.58 Southport's ability to grow is constrained by the coast to the west, the boundary with West Lancashire in the north and east and RAF Woodvale to the south.

Central Sefton - population 110,004

- 3.59 The central area of Sefton contains Crosby (including Waterloo, Blundellsands and Thornton) at the edge of the 'Greater-Liverpool' metropolitan area, suburban areas such as Aintree and Waddicar, and the free-standing towns of Maghull (including Lydiate) and Formby (including Little Altcar). These are distinctive settlements in their own right, and all function as commuter settlements for the Liverpool City Region.
- 3.60 The central area of Sefton also includes historic villages like Melling, Sefton, Lunt, Ince Blundell and Little Crosby, and the larger village of Hightown.
- 3.61 Formby enjoys a high quality coastal environment with easy access to the coastal dunes and pinewoods well known for their Natterjack toads and red squirrels. A proportion of Formby residents commute well beyond the Liverpool City Region. There is a considerable need for affordable housing. Formby is one of Sefton's more wealthy areas and a prime location for executive housing for Sefton and Merseyside.
- 3.62 The popular residential district of Crosby has a mixture of large Regency, Victorian and Edwardian housing. The coast also helps define this part of the borough. The Crosby area has undergone considerable change during the latter part of the 20th Century.
- 3.63 Maghull (including Lydiate) is a large town in the east of Sefton. It has mainly grown throughout the second half of the twentieth century.
- 3.64 There are few employment areas in central Sefton, with a small industrial area in Maghull [Sefton Lane], and retail and industrial areas in Aintree [adjacent to Ormskirk Road]. There are smaller industrial pockets in Seaforth, Crosby and Formby, plus town centre and other employment opportunities (including in coastal leisure and tourism, and smaller-scale offices, especially in Crosby). Many former commercial and industrial sites have been redeveloped for housing.

Central Sefton has the largest rural area, and much agricultural land, including some agricultural land of the highest quality around Maghull. This rural area is in the Green Belt.

- 3.65 The smaller villages are varied in origins and architectural characteristics. Homer Green, Lunt and Carr Houses are agricultural hamlets of mediaeval origins. Some buildings within them date to the 16th century and the landscapes around them contain evidence of ancient field systems. Little Crosby is believed to date back to at least the 9th century and has a strong 18th century character with stone cottages around the parkland of Crosby Hall Estate. Sefton village is another historic settlement, with the spire of St Helen's church (Sefton's only Grade 1 Listed Building) dominating the surrounding flat landscape. Hightown by contrast is more modern, and has a large number of early 20th century buildings of the Arts and Crafts tradition giving it a strong identity.

Agenda Item 8

CHAPTER FOUR Key issues and challenges, vision and objectives

Part A Key issues and challenges

Urban regeneration and priorities for investment

- 4.1 Urban regeneration has been a priority for Sefton for the past 30 years. The Merseyside Green Belt was drawn tightly around the urban area to encourage the revitalisation of the inner areas of the conurbation. Numerous regeneration initiatives have focussed on Bootle and Southport, but the availability of external grant funding has tailed off considerably.
- 4.2 Bootle and Southport continue to be priorities for regeneration, but there are also new areas which need regeneration, especially our town centres. A key challenge will be to secure funding. This is likely to come through encouraging appropriate investment and through supporting wider City region initiatives.

The challenges of Sefton's changing age structure and population

- 4.3 The government's latest Population Projections¹ suggest limited population growth for Sefton between 2012 (273,697) and 2031 (278,873); an overall increase of around 5,200 or just under 2% over the plan period². The greatest projected growth will be in the over 65s age group, by around 22,200 or 37.6%, while the over 85 age group is projected to increase by around 6,900, or 87.0% by 2031. Correspondingly, the number of adults of working age³ is due to fall by 17,207, or 11.4%⁴. The projected growth in the number of very elderly people (i.e. over 85s) is greater than the anticipated overall population increase in Sefton. The highest proportions of those over 65 will continue to live in Formby and especially Southport.
- 4.4 Whilst not all older people will need support or specialist accommodation, these changes are likely to result in the need for more health and social care/support and provision of specialist accommodation including private and affordable housing. A 2013 study⁵ estimates that around 14% of new housing provision should be specifically for older people, with a particular need for additional 'extra care' provision. The ageing population also has implications for how the Council plans for other facilities and services, for the elderly, and for the population as a whole. Fewer children or working people in an area could make it more difficult to sustain thriving local education and other services and facilities.

How can we meet Sefton's diverse needs for homes, as far as possible close to where they arise?

- 4.5 Sefton needs a variety of housing including family housing, affordable housing and specialist accommodation for the elderly⁶. More recently welfare reform has resulted in the need for one bedroom accommodation.
- 4.6 The lack of central government funding means that the main way of providing affordable housing for the foreseeable future is through a policy requiring a percentage of new dwellings to be affordable. This is not possible/ viable on smaller or many urban sites. For example, the last affordable house to be built in Formby was in 2002.

¹ It is generally considered that the 2012-based projections are the most robust currently available statistics due to the revised methodology that has been utilised by the ONS and because the trends for the 2012-based projections are able to fully take into account information from the 2011 Census. (NLP draft report, s 6)

² Sections 6.6 to 6.10, draft NLP report

³ Here, 'working age' means age 18-60 for women, age 18 to 65 for men

⁴ Sections 6.6 to 6.10, draft NLP report

⁵ 2013 Strategic Housing Market Assessment (SHMA)

⁶ 2013 Strategic Housing Market Assessment (SHMA)

- 4.7 The greatest need for affordable housing – in overall numbers – is in Southport. The greatest opportunity to build affordable housing is on Green Belt sites.

How can we increase enterprise, generate investment, develop employment opportunities, sustain business growth, and improve the access of local people to the labour market?

- 4.8 The public sector has traditionally been a key source of employment in Sefton and this has been declining in recent years. Sefton also has fewer businesses per 1,000 working age population than the national average. There are also significant inequalities in relation to skills and jobs within the Borough - Bootle and Netherton have a much lower level of qualifications and skills in comparison to Formby. These inequalities make it more difficult in such areas to gain employment, or well paid employment. Key challenges relate to the need to provide new jobs and to improve skill levels particularly in south Sefton so that there are more opportunities for Sefton residents to find employment. The Council operates a local labour policy to encourage developers to enter into an employment charter/code.

How can we make sure that our town and local centres continue to perform a valuable role within their communities?

- 4.9 Traditional retailing and town centres face major challenges with competition from other centres, including out-of-town centres, and internet retailing. It is important to define a new role for our town and local centres which helps to regenerate them and enables them to continue to serve their local community. This will be a major challenge for the Local Plan.

How can the Port to grow whilst making sure there is no unacceptable harm to amenity?

- 4.10 The growth of the Port is one of the major priorities for the economic growth of the sub-region and has the potential to create many new jobs. Expansion of the Port will require improved access during the lifetime of this Plan, and was identified as a priority in the Government's Autumn Statement 2014. However growth inevitably means more traffic, disturbance and impact on air quality. The challenge is to make sure this growth is accommodated in a way that does not bring unacceptable harm to local people or the local environment, and also brings real benefits to Sefton's communities. However, Sefton Council has only limited control over development within the operational port, as port legislation means that much development in this area does not require planning permission.

How can we make sure that new development is built at the right time and accompanied by the necessary infrastructure?

- 4.11 It is important that sites proposed for housing and employment will be available at the right time and that all the relevant infrastructure can be provided. It is acknowledged that past development has not always had the right level of infrastructure. The Infrastructure Delivery Plan will highlight all necessary infrastructure together with costs, timescales and responsibilities for providing it. The Plan seeks to co-ordinate a variety of organisations to provide the necessary services and infrastructure to support the proposed level of development over the plan period.

How can we improve access to facilities, employment and services?

- 4.12 Sefton faces a number of challenges in relation to access e.g. for those in rural areas, and also poor transport links between the west and east of Sefton. Lack of evening and weekend public transport services can make it difficult for people to get to work or visit hospitals at unsocial hours – those who do not have access to a car are

Agenda Item 8

particularly disadvantaged. Working with the framework provided by the Merseyside Local Transport Plan, the challenge is for the planning process to help improve existing links, retain existing services where possible, and make sure that new employment and other services are easily accessible by a range of means of transport. The lack of access to high speed broadband is an issue in some rural parts of Sefton, such as Ince Blundell.

How can the Borough grow and develop while protecting and enhancing the high quality environment of Sefton?

- 4.13 All Local Plans are required to plan positively for sustainable development. The Framework says this means meeting objectively assessed needs unless the adverse impact of doing so would significantly and demonstrably outweigh the benefits. There is insufficient land to meet Sefton's employment and housing needs within the built-up area for the 15 years of the Plan. Some parts of the Borough are built-up right to the boundary. The unbuilt areas are designated as Green Belt and much of this is of international nature value - notably the Sefton Coast - or subject to flood risk or affected by a heritage designation or high quality agricultural land. A major challenge for the Plan will be to meet the Borough's needs for new homes and employment and other development, while taking account of these constraints and protecting Sefton's environmental assets.

How can we improve health and raise the quality of life within Sefton's most deprived households?

- 4.14 The Marmot Review 7 notes that 'The more deprived the neighbourhood, the more likely it is to have social and environmental characteristics presenting risks to health'. Parts of Sefton are amongst the most deprived 10% of areas nationally, notably areas in Bootle and central Southport. Sefton recognises⁸ that the quality of people's living environment has a profound effect on their mental and physical health and wellbeing, and that health inequalities in Sefton are linked to the unequal impact of environmental influences on health and wellbeing. These 'wider environmental determinants of health' in Sefton relate to air quality and pollution, climate change, energy and affordable warmth, housing decency and affordability, transport and accessibility, the management of waste and access to greenspace.

How can Sefton prepare for and respond to climate change?

- 4.15 Climate change is a significant challenge facing everyone. In the North West, including Sefton, climate change is likely to result in warmer, drier summers and milder, wetter winters; with more extreme weather, more intense rainfall, more high winds and rising sea levels. The effects of climate change can be mitigated by reducing energy emissions both from vehicles and buildings. Sefton's corporate priorities include supporting a low carbon economy, energy efficiency and affordable warmth⁹. Climate change can be adapted to by steering development away from areas at greatest risk of flooding or coastal change, managing flood risk and surface water, and recognising the role of greenspace and trees in reducing air temperatures locally.
- 4.16 Past evidence in the UK and Europe indicates that more extreme summer temperatures can cause or exacerbate health problems, including deaths, particularly in vulnerable groups such as the elderly or the very young.

The challenge of partnership working, and making the most of Sefton's place in City Region

⁷ The Marmot Review: Fair Society, Healthy Lives' (2010)

⁸ 2014 Sefton Strategic Needs Assessment – Environmental' document, linked to Sefton's 'Health and Wellbeing Strategy 2014-2020: Living Well in Sefton' (2014)

⁹ Report to Sefton's Cabinet 5 August 2010 'Developing the Low Carbon Economy' see <http://modgov.sefton.gov.uk/moderngov/ieListDocuments.aspx?CId=139&MId=5630&Ver=4>

- 4.17 The Localism Act places a duty on Sefton to co-operate with adjoining authorities and other partners in planning the future of its area. This has already become well-established in the Liverpool City Region with effective joint working on many aspects, and the Combined Authority offers greater opportunities to do this.

Part B Sefton in 2030 – our vision for Sefton

This section describes what Sefton will be like at the end of the plan period when the policies in the Local Plan have been implemented.

- 4.18 Sefton has successfully planned for and enabled sustainable development and growth across the borough, **meeting the needs of its communities**. Development has achieved a **high design and environmental quality**, which has enhanced local townscape, character and distinctiveness.
- 4.19 There is a wider selection of **quality** and **affordable homes** for all of Sefton's residents. More specialist **accommodation for the elderly** has been provided and this has both freed up larger homes for family use and helped meeting the needs of an ageing population.
- 4.20 Sefton has **made the most of its assets** to attract jobs and investment, and provide **training** for local residents. These assets include its coastal location and attractive environment, its position within the Liverpool City Region, the provision of two new high quality business parks and new industrial area, the skills of its population and improved transport links
- 4.21 The **Port** has expanded, providing more jobs for local people and helping to regenerate the communities closest to it. Access to the Port has been improved and this has been done in a way which has caused least harm to the local environment and communities. The growth of the Port has been the catalyst for investment in local communities, offering both jobs and physical regeneration.
- 4.22 A more flexible approach to **town and local centres** has enabled them to withstand major changes to retailing and to develop new roles. Significant redevelopment has taken place in both Crosby and Maghull and these have helped them adapt to the rapid changes.
- 4.23 Important **nature sites and heritage assets** and green infrastructure have generally been retained and enhanced and compensation/mitigation provided where losses have occurred. New and enhanced areas of public open space, nature space, habitats and trees have been provided.
- 4.24 **Infrastructure** has improved as a result of development, including new public transport facilities and additional school places. **Access** to facilities, employment and services has improved as a result of new infrastructure, some linked to development. This includes the new links to the M58 and the new rail station at Maghull North.
- 4.25 Sefton has made the most of its **tourism** potential including Southport town centre and Seafront, its Golf courses, its coast as well as other opportunities such as Aintree Racecourse, the Leeds and Liverpool Canal, and the Antony Gormley Iron Men sculptures at Crosby beach. The Leeds and Liverpool Canal has become vibrant and valued as a corridor for leisure, recreation and sustainable transport throughout Sefton.
- 4.26 New development has taken place e.g. at the Marine Park, Southport, to accommodate increasing numbers of visitors without adding to the pressure on the natural environment. Sefton has been able to encourage low key eco-tourism through appropriate small scale opportunities linked to the Coast, canal and countryside.
- 4.27 Deprivation has reduced and life expectancy increased through a combination of a quality, healthier environment, greater choice in housing, and more job opportunities.
- 4.28 Sefton has focussed on increasing the use of **low-carbon, decentralised and renewable energy**. New businesses and homes, and many existing homes, now use **energy more efficiently**. Greater emphasis on walking, cycling, access to public transport, low carbon transport and sustainable locations for development close to homes, jobs, services and facilities has **reduced transport emissions**. New homes and other developments have been located in areas with **lower risk of flooding** or coastal change, and where necessary have been designed to reduce the

Agenda Item 8

impact of flooding.

- 4.29 Sefton continues to **recycle its waste and reduce its carbon emissions** in excess of what is required to meet targets.
- 4.30 Sefton has made the **best use of its land** in meeting needs for homes, jobs and services, and many empty properties have been brought back into use or their sites have been redeveloped. It has made the most of its natural resources e.g. the potential of wind energy next to the coast.
- 4.31 Local people have played an important role in shaping Sefton through the preparation of **Neighbourhood Plans** for different parts of the Borough and by helping to shape major development proposals.

Part C Objectives of Sefton's Local Plan

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

CHAPTER FIVE Developing a strategy for Sefton

- 5.1 The Local Plan provides a framework to plan positively for the future of the Borough and to help shape places where people will want to live and work.
- 5.2 Meeting the needs of the Borough provides both the greatest challenge and the greatest opportunity of the Plan. The challenge is how to accommodate these needs in a way which makes the most of the Borough's resources and minimises harm. The opportunity consists not only of providing much needed homes, jobs and associated infrastructure, but also the potential to create high quality living environments. There is the potential
- 5.3 The Consequences Study (2013) assessed the likely implications of different levels of development both in Sefton and in adjoining authorities, from an economic, social and environmental perspective. This was a key study to help identify the right levels of development for Sefton. It was specific to the borough of Sefton, its constraints and opportunities. Three options were considered:

Option One: 270 homes a year– 'urban containment' [i.e. meet all development needs within the built-up area]

Option Two: 510 homes a year + new employment areas – 'meeting identified needs'

Option Three: 700 homes a year + new employment areas as in Option Two – 'optimistic household growth'

- 5.4 The Consequences Study concluded:
- Options Two & Three would have economic advantages over Option One, though Option Three would not provide significantly more economic benefits.
 - From a social perspective, Options Two & Three would put more strain on existing resources [e.g. schools and medical services]; however, these options would also offer funding through development to improve and sustain local facilities.
 - Options 2 and 3 would have facilitated the provision of significantly higher levels of affordable and special needs housing than Option 1.
 - Environmentally, Option One would have least impact. Option Two would have more impact but offers opportunities for mitigation and compensation. Option Three would have greatest impact, and it would be more difficult to mitigate or compensate for.
 - Adjoining authorities supported Option Two. They did not support Option One as the unmet need from Sefton would have put more pressure on their housing markets. Only Liverpool gave some qualified support for Option Three, from an economic point of view, but they considered any advantage was countered by potential loss of population to from Liverpool to Sefton.
- 5.5 Option Two was the Council's Preferred Option which was published in June 2013. This comprised 510 dwellings a year plus a 'backlog' for needs which had not been met since 2003. An additional 'buffer' of 5% was added to this figure. In effect the overall figure was around 594 dwellings a year, resulting in an overall requirement over the Plan period (i.e. up to 2030) of 10,700 dwellings. In relation to employment, new business parks in both the north and south of the borough were proposed.

The way ahead

- 5.6 A major challenge for the Plan is to meet needs for new homes and jobs over the plan period from 2012 to 2030. Some but not all of these can be met within the existing built-up area.

Agenda Item 8

- 5.7 The National Planning Policy Framework ('the Framework') states that planning should 'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs' (para 17).
- 5.8 It also emphasises that the Local Plan should meet objectively assessed needs unless there would be significant adverse impacts. It further emphasises that local plans should seek to "boost significantly the supply of housing" by among other matters, ensuring that local plans meet "the full, objectively assessed needs for market and affordable housing" (para 47).

Housing land review

- 5.9 Sefton's need for new homes has been reviewed through the application of national planning guidance and various housing requirement studies.
- 5.10 The most recent review of the Housing Requirement for Sefton was undertaken in July 2014 based on the latest demographic information, including the 2012 sub-national population projections for the borough.
- 5.11 This concluded that Sefton's 'objectively assessed housing need' was in the order of 615 dwellings a year.
- 5.12 The figure of 615 dwellings includes an assessment of 'pent up' housing need based on the Census. The total requirement over the Plan period is 11,070 (615 x 18 = 11,070) which is higher but broadly comparable to the 'Option 2' figure of 10,700 at Preferred Option stage.
- 5.13 The calculation of this requirement differs from the 'Option 2' figure, but fully accords with the recently published 'National Planning Policy Guidance' issued by Government and, in the view of the Local planning Authority this represents the full objectively assessed need.
- 5.14 The Strategic Housing Market Assessment update [November 2014] provides one key part of the housing evidence:
- It has concluded that Sefton is a reasonably self-contained housing market for planning purposes over which to assess and meet the housing requirement
 - It endorses a borough housing requirement of 615 dwellings per annum.
 - It has identified a net need for up to 434 affordable dwellings a year in Sefton, equivalent to a need for 7,815 affordable dwellings over the Plan period. This need is highest in Southport (i.e. in terms of total need), and in Sefton East Parishes and Formby (i.e. in terms of need per thousand households).
 - The majority of affordable housing need is for social rented/affordable rented housing, with a balance for intermediate housing.
 - It recommended that 15% of all Borough housing provision over the Plan period (i.e. about 1,660 dwellings) should be for special needs 'extra care' housing for older people, reflecting Sefton's ageing population.
 - It recommended that the majority of new market housing should be 3 bedroom family accommodation. The majority of new affordable housing should be for 1 and 2 bedroom accommodation.
- 5.15 It is important to understand the nature of the anticipated population change in Sefton through to 2030. Although the population is projected to increase, the greater part of this is expected to be as a result of people moving in to the Borough, many of whom will be older people, and not through an increase in births.

- 5.16 This has implications for the demand for the facilities and services we provide. The overall demand across the borough for school places will therefore not increase but there will be a greater demand for school places in selected areas close to development. The demand for housing and special accommodation for older people will increase.

Employment Land and Premises Study

- 5.17 A review of employment land in Sefton was published in 2012¹. The Study suggested there was a shortage of 30.76 hectares of employment land, once existing urban sites had been taken into account. About two thirds of this shortage was in south Sefton and one third in North Sefton.
- 5.18 There is no scope to provide additional sites of this size in the built-up area and so this need must be met on other land.
- 5.19 It is not proposed to identify new sites for retail or other development outside the urban area. The focus for new retail development, for as far ahead as can be seen, will continue to be town and local centres.

Where can our needs be met?

- 5.20 The aim of the Plan is to meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as possible.
- 5.21 The Council has undertaken annual studies ('Strategic Housing Land Availability Assessments' or 'SHLAAs') to assess how much remaining urban land is suitable and available for housing development. These studies have been accompanied by annual publicised 'call for sites' inviting landowners, developers and others to submit additional brownfield sites for consideration. These studies have found that there is a significant shortage of suitable urban land to meet housing needs in the Borough.
- 5.22 The Framework encourages the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value. For the past 30 years, development has been concentrated in the built-up areas of Sefton, and the vast majority of new homes and commercial buildings have been built on brownfield sites. As a consequence of this and Sefton's considerable environmental constraints, this land is running out.

How else can we meet needs?

- 5.23 In Sefton virtually all land outside of the main settlements is within the Green Belt.
- 5.24 The Merseyside Green Belt was adopted in 1983 and the boundary was drawn very tightly around existing settlements. At that time it was envisaged that the Green Belt boundary would last for around 10-15 years before being reviewed again. This review is now long overdue.
- 5.25 The Green Belt has been very successful in containing the expansion of urban areas and encouraging the re-use of derelict and other urban land. However the remaining supply of brownfield land is no longer sufficient to meet Sefton's housing and employment needs over the course of the Local Plan. The only alternative is to remove land from the Green Belt to meet these needs.
- 5.26 Government planning guidance states that Green Belt boundaries should only altered in exceptional circumstances, through the preparation or review of a Local Plan.

¹ The Employment Land and Premises Study Refresh 2012

Agenda Item 8

- 5.27 When proposing to review Green Belt boundaries, authorities are also required to consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, or towards locations beyond the outer Green Belt boundary.
- 5.28 Sefton has looked at each of these options. The SHLAA studies have found insufficient land in towns and villages outside of the Green Belt in Sefton. The Green Belt boundary extends beyond the boroughs adjoining Sefton so there is no scope to direct development to locations beyond the outer Green Belt boundary. Even if authorities beyond the outer boundary of the Green Belt were prepared to help meet some of Sefton's needs, they would not be capable of doing so as the land would be too distant from Sefton's housing market area.

FIGURE to be added

Figure 5.1 The extent of Green Belt in Sefton and adjacent areas

- 5.29 In considering alternatives to removing land from Green Belt, the Council have explored with neighbouring authorities the extent to which they might be able to assist in meeting Sefton's housing requirements.
- 5.30 All these authorities are committed to meeting their own requirements, but none can help Sefton with its needs. Both West Lancashire and Knowsley require land to be removed from Green Belt to meet their own needs. Liverpool has confirmed it is not able to meet any of Sefton's needs.
- 5.31 Without alterations to the Green Belt boundaries, the amount of new development that could be planned for would be relatively low. This would fall well short of what the assessment of housing needs and the review of employment land concluded we would require. It is considered that such a low level of development would have severe consequences including (*as set out in the Consequences Study*):
- Failure to meet the Government's requirement of promoting sustainable economic development and boosting the housing supply
 - Demand for new housing outstripping supply, further increasing house prices leading to young people being unable to stay in the area
 - Sefton's very significant need for affordable housing would remain largely unmet
 - The provision of specialist older person's housing would be tightly constrained. This in turn would limit the freeing up of larger family homes for local families
 - An increasingly ageing population as young people are unable to stay. This would lead to a more significant reduction in the working age population than otherwise might be the case
 - Fewer opportunities to retain and allow local companies to grow and to attract inward investment and economic growth
 - More pressure on town centres and local services, due to declining demand, as catchment populations decline.
- 5.32 The paragraphs above outline the importance of allocating land in the Green Belt to meet the identified development needs of the Borough and the consequences for sustainable development of not doing so. Sefton does not have sufficient suitable and available urban land to meet the objectively assessed need for housing and employment development, nor are adjoining authorities able to help meet our needs. Together, these factors constitute the 'exceptional circumstances' required to review Green Belt boundaries through the Local Plan process.

Assessment of potential development sites

- 5.33 A process of selecting sites has been carried out to identify which areas of land would be most suited to accommodating new development. This has included a review of land in the Green Belt. This was carried out jointly with Knowsley and West Lancashire authorities as part of our commitment under the Duty to Co-operate. The approach was subsequently refined by Sefton.
- 5.34 All potential sites have been assessed against a number of factors to make sure that any sites proposed/ identified as being suitable for development have the least possible impact, including on the Green Belt. These include 'constraints' such as flood risk, ecology and heritage value.
- 5.35 In response to local concern about the value of local agricultural land, a separate study has assessed the quality of the agricultural land where development was likely to be proposed. Around 30% of Sefton's agricultural land is classified as grade 1, grade 2 and grade 3a ('best and most versatile' agricultural land), together forming less than 1% of England's best and most versatile agricultural land.
- 5.36 Where significant development of agricultural land is demonstrated to be necessary, the Framework requires that local planning authorities should seek to use areas of poorer quality land in preference to land of a higher quality. In Sefton, the majority of the sites suitable for development are on high quality agricultural land. However, there is not enough land of a poorer agricultural quality to meet objectively assessed housing and employment needs. Even where such land is available, these sites are often subject to other constraints. In Sefton's case therefore, 'best and most versatile' agricultural land will need to be allocated for development consistent with national planning policy.

How much development are we providing for in total?

Land for homes

- 5.37 The housing requirement over the Plan period is calculated at 11,070. It is good practice to add in a 'buffer' of at least 5% in case a few sites do not come forward as anticipated or the densities are lower than proposed. The total identified supply is 11,787. Local Authorities are also expected to look beyond the Plan period and to identify what is known as 'safeguarded land' in order to meet longer-term needs beyond the current Plan period.
- 5.38 Safeguarded land would be taken out of the Green Belt upon adoption of the Local Plan, but would be protected from development. It could only be allocated for development through a future review of the Local Plan. Safeguarded Land has been identified to accommodate around 1,000 dwellings. In addition, some of the sites identified in the Plan will not be completed until beyond 2030, and will therefore contribute an additional 500 dwellings to the supply after the end of the Plan period.

Land for employment

- 5.39 The Plan employment land requirement is for 84.5 hectares, as recommended by the Employment Land & Premises Study Refresh.
- 5.40 The majority of this requirement can be met from sites in the existing urban area, but at least 30 hectares will need to be accommodated elsewhere. For this reason, the Plan proposes to identify three Strategic Employment Locations on land currently in Green Belt.
- 5.41 In addition, Government Population Projections indicate a decline in Sefton's working age population to 2030. The new housing provided through the Local Plan will help to retain families and younger people and minimise the reduction in the Borough's labour force.

Agenda Item 8

Early review of the Plan

- 5.42 It is acknowledged that the expansion of the Port of Liverpool is likely to generate significant additional demand for distribution and other port-related uses across Merseyside. This is likely to be such a significant issue that it will need to be reviewed comprehensively at a sub-regional level. The Liverpool City Region authorities have agreed in principle to carry out a study focusing on addressing the land needs arising from port expansion. It is proposed to review the Plan at an early stage to take account of the results of this study in a co-ordinated sub-regional manner.
- 5.43 This review will also reflect the conclusions of the Port Access Study in relation to proposals for major road improvements.
- 5.44 This early review will also be able to take account of the findings of a future sub-regional strategic housing market assessment, should this imply a significantly different housing requirement.

Capacity of the existing built-up area

- 5.45 Around 6,300 homes can be accommodated in the urban area when proposed housing allocations on former green space land are taken into account. In addition, a further 7 employment sites can be accommodated within the urban area.

Proposed pattern of development

- 5.46 A key objective of the Plan is “to meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as is possible”.
- 5.47 In considering the approach to locating future development, it is helpful to reflect on historic patterns of development. Detailed records of new house building are available over the past 30 years.

| | 1984 – 2014 | % |
|----------------------|--------------------|------------|
| Southport | 5089 | 32.5 |
| Formby | 1064 | 6.8 |
| Sefton East Parishes | 1839 | 11.7 |
| Crosby | 2107 | 13.4 |
| Bootle & Netherton | 5581 | 35,6 |
| All areas | 15680 | 100 |

Figure 5.2 Number of homes completed in the last 30 years by community area

- 5.48 The above table shows that Bootle, Netherton, and Southport have accommodated 2/3 of total housing development over the past 30 years. However, this pattern of development cannot continue over the plan period as the opportunities to build new homes in these areas are not available to the same degree as previously.
- 5.49 The suggested approach to the distribution of development is a balance of:

1. First identifying sites within the urban area
2. Identifying additional land in the Green Belt – using various criteria (site selection methodology) to select sites which:
 - cause least harm to the purposes of the Green Belt
 - have the fewest constraints
 - provide the most benefits
3. Achieve a good distribution of sites across Sefton.

Factors affecting the proposed pattern of development

5.50 Factors affecting the proposed pattern of development include:

- Not every settlement in the Borough has the same ability to grow in proportion to its current size. Some areas in particular are heavily constrained as the built-up area goes right up to, or close to, the Borough boundary. For example, Bootle extends right up to the boundary with Liverpool and the built-up part of Southport comes close to the boundary with West Lancashire. The Sefton coast is also protected for its ecological value, which restricts the ability of Crosby, Hightown, Formby and Southport to expand to the west. The presence of the operational Port prevents the westward expansion of Bootle.
- Land around Sefton’s settlements is also affected by numerous constraints which restrict outward expansion. For example, many areas of land are identified as being at risk of flooding, or have high environmental or heritage protections. Others areas of land have poor access, or are important to the integrity of the Green Belt. These and other factors restrict the amount of development that each settlement can accommodate.
- There are also opportunities around some settlements, particularly where sites are able to provide new infrastructure or contribute to meeting local affordable housing needs. Individual sites can also offer other benefits to the local area.

5.51 A Sustainability Appraisal has been carried out which has assessed potential development sites against a wide range of criteria. This assessment has considered, in relation to specific sites, accessibility, constraints, Green Belt contribution (where applicable), and benefits in order to select the most appropriate land to accommodate new development.

5.52 The following table shows the proposed **total** development in each community area, both for housing and employment.

| | Housing development | % | Strategic Employment Sites & Allocations | % |
|-------------------------------|---|-------|--|-------|
| Southport | 3,295 dwellings | 28.0% | 13.1 hectares | 16.0% |
| Formby | 999 dwellings | 8.5% | 15 hectares | 18.3% |
| Sefton East Parishes | 2,685 dwellings | 22.8% | 20 hectares | 24.4% |
| Crosby | 1,133 dwellings | 9.6% | - | 0% |
| Bootle & Netherton | 1,459 dwellings (net of demolitions) | 12.4% | 34 hectares | 41.4% |
| Windfalls | 1,503 dwellings | 12.7% | - | - |

Agenda Item 8

| | | | | |
|------------------------------|------------------|------|---|------|
| Completions 2012-2014 | 717 dwellings | 6.1% | - | - |
| Total: | 11,793 dwellings | 100% | | 100% |

Figure 5.3 Total amount of development proposed in each community area 2012-2030

Note: The percentages shown in the above table of development proposed in each community area cannot be directly compared with the percentages in Figure 5.2, as Figure 5.3 includes 'windfalls' and dwellings completed between 2012 - 2014.

Conclusion

- 5.53 Sefton faces particular challenges in providing for the level of development which Government guidance and studies suggest are appropriate to meet Sefton's needs over the period of the Plan.
- 5.54 While the built-up area can continue to accommodate a proportion of the needs for new homes and land for employment, it is considered that the boundary of the Green Belt must be reviewed to be able to meet those needs in full.
- 5.55 An objective of the Plan is to meet needs as close to where they arise as possible. In view of the constraints Sefton faces, it has not been possible to achieve an exactly proportionate distribution of sites. However, many sites have been assessed and those recommended in this draft Plan are considered to be the most appropriate.

Chapter 5A

SUSTAINABLE DEVELOPMENT

- 5A.1 The National Planning Policy Framework states that planning should ‘proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs’.
- 5A.2 At the heart of national planning policy is a ‘presumption in favour of sustainable development’ which should be seen as a golden thread running through both plan-making and decision-taking. This requires that local authorities positively seek opportunities to meet the development needs of their areas. In particular, Local Plans should meet objectively assessed needs for both housing and employment development, with sufficient flexibility to adapt to rapid change.
- 5A.3 Policy SD1 sets out the presumption in favour of sustainable development.

SD1 Presumption in favour of sustainable development

1. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.
2. Where there are no policies relevant to the proposed development, or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
 - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the National Planning Policy Framework taken as a whole; or
 - Specific policies in the Framework indicate that development should be restricted.

Key policy links

National /regional context

National Planning Policy Framework and especially paragraph 14
National Planning Practice Guidance

Explanation

- 5A.4 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 5A.5 National planning policy also identifies areas where development should be restricted. These include sites protected under the Birds and Habitats Directives and/or sites designated as Sites of Special Scientific Interest (such as those along the Sefton coast); land designated as Green Belt, designated heritage assets; and locations at risk of flooding or coastal erosion.

PRINCIPLES OF SUSTAINABLE DEVELOPMENT

- 5A.6 Whilst the Framework provides a guide to sustainable development at the national level, the Local Plan for Sefton must demonstrate what this means for the Borough. The early chapters of the Local Plan set out what is distinctive about Sefton and the challenges and opportunities we face. The following policy

Agenda Item 8

reflects the priorities and objectives of the Local Plan and sets out the context for the detailed policies in the remainder of the Local Plan.

SD2 Principles of Sustainable Development

The Local Plan has been developed in accordance with, and will apply the following principles:

- To support urban regeneration and priorities for investment in Sefton.
- To help meet the housing needs of Sefton's changing population for market and affordable housing; homes for families, the elderly, people with other special housing needs and others.
- To promote economic growth, tourism and jobs creation and support new and existing businesses.
- To meet the diverse needs for homes, jobs, services and facilities, as close to where they arise as possible.
- To help Sefton's town and local centres to diversify and thrive
- To make the most of the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.
- To make sure that new developments include the essential infrastructure, services and facilities that they require.
- To improve access to services, facilities and jobs.
- To protect and enhance Sefton's natural and heritage assets, including requiring relevant assessments, and making sure there are no adverse effects on the integrity of internationally important nature sites or supporting habitats.
- To achieve high quality design and a healthy environment
- To respond to the challenge of climate change, encouraging best use of resources and assets.
- To work with partners and make the most of Sefton's place within the Liverpool City Region.

Development proposals will be assessed taking into account these principles.

5A.7 This policy sets out the principles for development in Sefton. These reflect the overall vision for Sefton and the objectives identified in section 4. In reflecting the objectives into a Local Plan policy it is expected that planning decisions will have regard to the overall aims of the Local Plan and to make sure that all appropriate development helps to contribute to improving Sefton as a place to live, work and visit.

5A.8 These principles reflect the national priorities set out in the Framework and Planning Policy Guidance, Sefton's corporate priorities and the objectives of the Local Plan. Succeeding policies in the Local Plan amplify these principles and set out in detail how they will be achieved. In some cases supporting information or assessments may be required to demonstrate that this can be achieved, for example transports assessments, or project specific Habitats Regulations Assessments in relation to internationally important nature sites or supporting habitat.

CHAPTER SIX Meeting Sefton's Needs

- 6.1 A fundamental aim of the Local Plan is to meet the needs of Sefton's residents and businesses. There are insufficient 'brownfield' opportunities to meet the market and affordable housing needs of the Borough. Similarly, urban opportunities for new industrial and office development are limited. In order to address this, the Local Plan has identified development sites to positively meet Sefton's housing and employment needs to 2030. This includes the Strategic Site at Land East of Maghull, which is allocated for a mixed development, and allocations for development on other sites some of which are proposed to be removed from the Green Belt.
- 6.2 The need for new housing in Sefton has been established through a number of key studies. The total need for housing in Sefton (including for market housing) has been determined through an objective 'Housing Requirement' (SHMA) study produced by Nathaniel Lichfield & Partners (NLP). This study has assessed how future population and household change will create a requirement for new housing to 2030, consistent with government guidance. The housing requirement set out in Policy MN1, derived from this work, will help to meet the housing needs of Sefton's population including providing new affordable homes over the Plan period to 2030.
- 6.3 Successive Strategic Housing Market Assessments have found a high need for additional affordable housing in the Borough. The latest SHMA (2014) reaffirms that affordable housing need is greatest in Southport, although there is also significant need in Formby, Sefton East Parishes, and Crosby. The findings of these studies are supported by waiting list information kept by OneVision Housing. These studies have indicated that, because of its ageing population, there is a significant need for older persons' housing and family housing in Sefton, which reflects the changing demographics of the area. The Local Plan also addresses the needs for these specific types of housing.
- 6.4 Sefton is a diverse Borough with a number of distinct towns and settlements. Whilst the total housing requirement is Borough-wide (key demographic information is only available at the local authority level), evidence of affordable need is available for the 6 settlement areas – Bootle, Netherton, Crosby, Sefton East Parishes (referred to as Maghull/Lydiat in the SHMA), Formby, and Southport. The Spatial Strategy aims to meet housing needs as close to where they arise as is possible. This aim has been taken into account in selecting the housing and employment allocations identified at policy MN2, albeit some settlements are too constrained to contribute the amount of development expected in proportion to their size.
- 6.5 Employment need in Sefton is also locally specific, with the Borough's 'Employment Land & Premises Study Refresh' confirming earlier work and finding reasonably distinct employment markets in north (Southport and Formby) and south Sefton. This study forms the basis of the employment land requirement in policy MN1. The Local Plan aims to support local businesses and encourage new investment by identifying a number of new employment allocations to meet needs. These new sites, which are currently in the Green Belt, are likely to be required post-2020 to allow for a continuity of supply once remaining urban sites have largely been developed, although if they were to come forward earlier this would assist with achieving economic growth. Sefton has, by some margin, the smallest amount of designated employment land of any Greater Merseyside authority, despite its relative population size, and therefore it is important to identify new opportunities for investment.
- 6.6 Sefton is located on the northern edge of the Liverpool City Region, and large numbers of people living in south and central Sefton commute into Liverpool every day for work. In the north of the Borough (Southport and Formby) there are also strong connections with West Lancashire. These connections with neighbouring authorities, and especially Liverpool and West Lancashire, are one of Sefton's key characteristics, and the Local Plan has been prepared with the close involvement of neighbouring districts consistent with the 'duty to co-operate'. However, despite being part of a wider functional economic area, Sefton's housing market is more self-contained. Successive Strategic Housing Market Assessments and other studies have shown that most home moves are within the Borough. This is supported by a 'Housing Search and Expectations Study' published in 2010, which also found that most people who currently live in the Borough want to stay in the Borough. Sefton is therefore, as a

Agenda Item 8

consequence of its reasonably self-contained nature, an appropriate housing market area to plan for and for which to calculate housing need.

- 6.7 In order to address Sefton’s housing and employment needs, a large number of sites have been allocated for development. A proportion of these are urban sites, although around half are proposed on land located in Green Belt in the Sefton Unitary Development Plan. Most of the allocations are for either housing or employment development, although the largest development site in the Borough, Land East of Maghull, is identified as a mixed use allocation. This strategic site will provide more than 12% of the new homes in the Local Plan, a high quality business park well connected to the motorway network, and improved local infrastructure. The policy approach to this is set out in Policy MN3.
- 6.8 This chapter also includes policies relating to Green Belt and Safeguarded Land (Policies MN7 – MN8). Green Belt remains a key policy tool for protecting open land, directing growth, and preventing towns from merging into one another. The Green Belt has been reviewed during the preparation of the Local Plan, and around 4.4% of its current extent is proposed to be removed from Green Belt and identified for housing and employment development. Following the adoption of this Local Plan, Green Belt boundaries will not be considered for alteration again until a future review of the Local Plan, in accordance with national planning policy. Safeguarded Land is located between the urban edge and the re-drawn Green Belt boundary, and is identified to meet longer-term needs beyond the current Plan period. **It is not identified for development at the present time.** The Framework requires the Green Belt to endure for longer than the plan period – this is achieved by the identification of safeguarded land.
- 6.9 In addition to the need for housing and employment land, the Borough also has needs for new retail, infrastructure, and traveller sites. These needs, which require less land than for housing and employment development, are addressed in later chapters in the Plan

HOUSING AND EMPLOYMENT NEEDS

Context

- 6.10 A key aspect of securing sustainable development is positively meeting the needs of local residents and businesses. The Local Plan seeks to achieve this by identifying the total amount of new land required for new housing, employment, and other development to 2030.
- 6.11 The need for both new housing and employment land have been assessed through a number of key studies and assessments. The findings of the most recent of these studies are reflected in Policy MN1 which also provides the basis for the number of housing, employment, and mixed use allocations identified in policy MN2. In addition, the housing requirement set out in this policy will form the basis of the Borough’s 5 year housing land supply.

MN1 Housing and Employment Requirements

Housing Requirement

1. During the period 2012 – 2030 provision will be made for the development of a minimum of 11,070 new homes in Sefton. The housing requirement will met at the following average annual rates:

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

2. The housing requirement will be met from the following sources:

- a) The housing allocations identified in Policy MN2;
- b) Sites with planning permission for housing development;
- c) Other sites identified in the SHLAA;
- d) Unanticipated or ‘windfall’ sites.

Employment Requirement

3. During the period 2012 – 2030 provision will be made for a total of 84.5 ha of employment land
4. New employment development will be provided on the following types of land:
 - a) Strategic Employment Locations (identified in MN2)
 - b) Employment Allocations (identified in MN2)
 - c) Land within Primarily Industrial Areas (identified in ED3)
 - d) Sites with planning permission for employment development
 - e) Other suitable sites in Sefton

Key policy links

- MN2 Housing, Employment, and Mixed Use Allocations

Explanation

- 6.12 Sefton's housing and employment requirements are based on a full objective assessment of the needs of households and businesses in the Borough. The housing requirement is based on the findings of the 'Housing Requirement for Sefton', which was published in November 2014. This study was based on the 2012-based population projections issued by the Office for National Statistics. The employment requirement is derived from the 2012 Employment Land & Premises Study Refresh and is primarily based on an analysis of the rate at which land was developed for employment in the past, which was the most optimistic of a number of indicators of future need.
- 6.13 The housing requirement of 11,070 dwellings would equate to an average of 615 dwellings per annum between 2012 and 2030. However, this requirement is staged and will be met at a rate of 500 dwellings a year between 2012 and 2017, and 660 dwellings between 2017 and 2030. This approach has been adopted for two important reasons. Firstly, the early years of the Plan from 2012 have been characterised by high levels of demolitions associated with the former Housing Market Renewal programme in Bootle. These demolitions have the effect of significantly depressing 'net' completions in the Borough. There are no plans (and no funding) to identify new clearance areas beyond the current programme and therefore such demolitions will significantly reduce beyond 2016-17. Secondly, many of the proposed housing allocations are large greenfield sites that will have significant lead in times to development. Assuming that the Local Plan is adopted in 2015 and a typical lead in time of 2 years is necessary, these sites should start to provide completed homes from 2017 onwards. The staged approach to the housing requirement is being adopted to reflect these delivery constraints only. **It is not proposed to apply a restrictive phasing policy to the release of any allocated housing site, and there is therefore no planning barrier to the early development of these sites if circumstances allow.**
- 6.14 The housing requirement will form the basis for calculating Sefton's 5 year housing land supply. The maintenance of a 5 year supply is a requirement of government policy, and where this cannot be demonstrated policies for the supply of housing are considered 'out-of-date'. The allocation of housing development sites in policy MN3, together with other sites identified in the Strategic Housing Land Availability Assessment (SHLAA), will allow Sefton to maintain a stepped- up 5 year supply of housing land from 2017 onwards.

DISTRIBUTION OF DEVELOPMENT

Context

- 6.15 This policy identifies the key development sites that are allocated for housing, employment, and mixed-use development in order to meet the Local Plan's housing and employment requirements (Policy MN1). These allocations include the largest development sites in the Borough and will provide the majority of new housing and employment land in Sefton to 2030, and are shown on the Policy Map.

Agenda Item 8

They are central to meeting local housing needs, supporting businesses, attracting investment and securing sustainable development. The remainder of the Borough's housing and employment requirement will be met from sites with planning permission, sites completed during 2012-2014, sites identified in the most recent SHLAA, unanticipated or 'windfall' sites, and other land.

MN2 Housing, Employment, and Mixed Use Allocations

Housing Allocations

1. The following sites are allocated for housing development:

| Site Ref. | Location | Area [ha.] | Indicative Capacity |
|-----------|--|------------|---------------------|
| MN2.1 | Bartons Close, Southport | 1.0 | 36 |
| MN2.2 | Land at Bankfield Lane, Southport | 9.0 | 220 |
| MN2.3 | Former Phillips Factory, Balmoral Drive, Southport | 6.0 | 158 |
| MN2.4 | Land at Moss Lane, Churchtown | 19.7 | 450 |
| MN2.5 | Land at Crowland Street, Southport | 25.8 | 678 |
| MN2.6 | Land adjacent to Dobbies Garden Centre, Benthams Way, Southport | 8.7 | 215 |
| MN2.7 | Land at Lynton Road, Southport | 1.5 | 25 |
| MN2.8 | Former Ainsdale Hope School, Ainsdale | 9.2 | 243 |
| MN2.9 | Former St John Stone School, Meadow Lane, Ainsdale | 1.3 | 40 |
| MN2.10 | Land at Sandbrook Road, Ainsdale | 2.0 | 49 |
| MN2.11 | Land south of Moor Lane, Ainsdale | 2.6 | 69 |
| MN2.12 | Land north of Brackenway, Formby | 13.7 | 286 |
| MN2.13 | Land at West Lane, Formby | 1.9 | 40 |
| MN2.14 | Former Holy Trinity School, Lonsdale Road, Formby | 0.9 | 50 |
| MN2.15 | Formby Professional Development Centre, Park Road, Formby | 1.6 | 15 |
| MN2.16 | Land at Liverpool Road, Formby | 14.2 | 319 |
| MN2.17 | Land at Altcar Lane, Formby | 0.7 | 29 |
| MN2.18 | Power House phase 2, Hoggs Hill Lane, Formby | 0.6 | 20 |
| MN2.19 | Land at Andrew's Close, Formby | 3.3 | 87 |
| MN2.20 | Land at Elmcroft Lane, Hightown | 6.5 | 120 |
| MN2.21 | Land at Sandy Lane, Hightown | 0.7 | 10 |
| MN2.22 | Land at Hall Road West, Crosby | 1.1 | 14 |
| MN2.23 | Land at Southport Old Road, Thornton | 3.9 | 85 |
| MN2.24 | Land at Holgate, Thornton | 8.4 | 221 |
| MN2.25 | Land at Lydiate Lane, Thornton | 11.7 | 265 |
| MN2.26 | Land south of Runnell's Lane, Thornton | 5.3 | 137 |
| MN2.27 | Land at Turnbridge Lane, Maghull | 1.6 | 40 |
| MN2.28 | Land north of Kenyons Lane, Lydiate | 9.7 | 295 |
| MN2.29 | Former Prison Site, Park Lane, Maghull | 13.6 | 370 |
| MN2.30 | Land east of Waddicar Lane, Melling | 6.0 | 178 |
| MN2.31 | Wadacre Farm, Chapel Lane, Melling | 5.5 | 135 |
| MN2.32 | Land South of Spencers Lane, Melling | 0.6 | 18 |
| MN2.33 | Land at Wango Lane, Aintree | 1.8 | 25 |
| MN2.34 | Aintree Curve Site, Ridgewood Way, Netherton | 3.1 | 100 |
| MN2.35 | Former Z Block Sites, Buckley Hill Lane, Netherton | 3.5 | 100 |
| MN2.36 | Former St Raymond's School playing field, Harrops Croft, Netherton | 1.9 | 65 |
| MN2.37 | Land at Pendle Drive, Netherton | 1.4 | 52 |
| MN2.38 | Land at the former Bootle High School, Browns Lane, | 1.7 | 63 |

| | | | |
|----------------|---|--------------|-------------|
| | Netherton | | |
| MN2.39 | Former Daleacre School, Daleacre Drive, Netherton | 1.0 | 37 |
| MN2.40 | Former Rawson Road Primary School, Rawson Road, Bootle | 1.0 | 20 |
| MN2.41 | Former St Wilfrid's School, Orrell Road, Bootle | 6.6 | 160 |
| MN2.42 | Klondyke Phases 2 and 3, Bootle | 4.2 | 140 |
| MN2.43 | Peoples site, Linacre Lane, Bootle | 2.9 | 110 |
| MN2.44 | Former St Joan of Arc School, Rimrose Road, Bootle | 1.3 | 48 |
| MN2.45 | Former St Mary's Primary School playing fields, Waverley Street, Bootle | 1.6 | 72 |
| MN2.46 | Land East of Maghull | 86.0 | 1400 |
| TOTALS: | | 316.1 | 7309 |

2. MN2.12 Land north of Brackenway, Formby and MN2.46 Land East of Maghull are subject to site specific policies (Policies MN6 and MN3). In addition, a number of sites listed above are subject to site-specific requirements as set out in Appendix 1.

3. Complementary appropriate facilities for new residents, such as medical services, small scale convenience shops and community facilities, where needed as part of a comprehensive development, will also be permitted on these sites.

4. Sites MN2.2 and MN2.19 are adjacent to areas of 'Proposed Open Space'. These areas will be developed for new open space alongside the housing allocation.

Strategic Employment Locations

5. The following Strategic Employment Locations are allocated for new B1 office and light industrial, B2 general industrial, and B8 storage and distribution uses:

MN2.46: Land East of Maghull - 20 ha (net)

MN2.47: Dunnings Bridge Road Corridor, Netherton (Senate Business Park, Atlantic Business Park, and the Former Peerless Refinery Site) – 26.8 ha

MN2.48: Land to the North of Formby Industrial Estate - 8 ha (net)

MN2.49: Land to the South of Formby Industrial Estate - 7 ha (net)

6. Other uses will only be permitted on these sites where they are:

- necessary to cross subsidise the provision of B1, B2 and B8 uses on the majority of the site; or
- small scale and intended primarily to serve other businesses operating on the Business Park.

7. MN2.48 Land North of the Formby Industrial Estate and MN2.49 Land South of the Formby Industrial Estate are subject to site specific policies (Policies MN4 and MN5).

8. Southport Business Park is also allocated as a Strategic Employment Location for new B1 office and light industrial uses:

MN2.50: Southport Business Park– 13.1 ha (net)

Other uses will only be permitted on this site where they are:

- Main car dealerships, gymnasias, veterinary, or healthcare uses in the north east quadrant of the site fronting onto Town Lane (Kew); or
- small scale and intended primarily to serve other businesses operating on the Business Park.

9. The Strategic Employment Locations must provide high quality business parks. New development on these sites should maximise job outputs (including job opportunities for local people), incorporate high quality

Agenda Item 8

design and layout, and be compatible with adjacent uses.

Employment Allocations

10. The following sites within Primarily Industrial Areas (defined in Policy ED3 and shown on the Policy Map) are allocated for new B1 office and light industrial, B2 general industrial, and B8 storage and distribution uses:

| Site Ref. | Location | Area [ha.] |
|---------------|--|------------|
| MN2.51 | Switch Car Site, Wakefield Road, Netherton | 4.7 |
| MN2.52 | Land at Farriers Way, Netherton | 0.5 |
| MN2.53 | Former Lanstar Site, Hawthorne Road, Bootle | 1.0 |
| MN2.54 | Land at Linacre Bridge, Linacre Lane, Bootle | 1.0 |
| TOTAL | | 7.2 |

Policy Links

- MN1 Housing and Employment Requirement
- MN3 Strategic Mixed Use Allocation: Land east of Maghull
- MN4 Land north of Formby Industrial Estate
- MN5 Land south of Formby Industrial Estate
- MN6 Land at Brackenway, Formby
- HC1 Affordable Housing
- HC3 Residential development and development in residential areas
- ED3 Primarily Industrial Areas

Explanation

Housing Allocations

- 6.16 The housing allocations identified in this policy will provide the majority of the Local Plan housing requirement. These sites are distributed throughout Sefton, and include brownfield sites, other urban land, and sites in the Green Belt but proposed for development in the Local Plan. Figure 5.3 (in chapter 5), sets out the number of houses that can be built in each part of Sefton, excluding windfall sites.
- 6.17 Sufficient land has been identified to exceed the total housing requirement of 11,070 dwellings by 5% (550 dwellings) to allow for contingencies. This additional supply is intended to ensure that delays or unforeseen problems on allocated sites identified in this policy will not undermine housing delivery over the Plan period. This contingency allowance is unrelated to the requirement at paragraph 47 of the Framework to identify a buffer of 5% or 20% to the '5 year supply'. the contingency allowance will also allow choice and provide flexibility to adapt to rapid change, as required by paragraph 14 of the Framework.
- 6.18 Many of the sites in the Green Belt which are proposed for development in the Local Plan are located in areas that have (and have historically had), a very limited supply of brownfield land. This applies particularly to Formby and Maghull/Lydiat. The housing allocations will each provide a significant number of new affordable homes (30%), in an area where otherwise very little affordable housing would be built. For example, no affordable properties have been built in Formby since 2002, and only 32 have been built in Maghull/Lydiat and Aintree during this period. These settlements have been identified as having amongst the highest need for affordable housing in Sefton (see policy HC1).
- 6.19 These sites have fewer constraints than affect many urban sites, notwithstanding that many will require considerable investment in infrastructure. The vast majority of these sites can viably provide the full 30% affordable housing required by Policy HC1 and this will be funded by the developer. The development of these sites therefore offers the opportunity to significantly increase the supply of affordable housing in the settlements where need is highest.

- 6.20 These housing allocations also provide the only realistic solution to meeting Sefton's currently deficient '5 year supply position'. Sefton has been unable to demonstrate a 5 year supply of housing since 2010. In addition, these sites will also contribute to meeting the Borough's needs for housing for older people and families, in accordance with the requirements of policy HC2 'Housing mix, tenure and choice'.
- 6.21 Phasing will not be applied to the proposed housing allocations in this policy. This will ensure that Sefton can identify a 5 year supply as early as is practicably possible. Actual delivery will be carefully considered as part of the process of monitoring and review.
- 6.22 The allocations have been chosen following a rigorous assessment as part of the Sustainability Appraisal. This process assessed the suitability of these and other sites for development, and also the ability of sites to meet locally specific needs, including for affordable housing. The Strategy of the Plan aims to ensure that needs are met as close to the area in which they arise as is possible. However, due to the constraints that exist in certain areas of Sefton this was not possible for every settlement.
- 6.23 With the exception of sites currently located in the Green Belt or identified as Urban Greenspace, only sites larger than 1 hectare in size have been identified as housing allocations. Sites with existing planning permission for housing have also not been allocated. The remainder of the Local Plan housing requirement will be met from:
- Dwellings which have been completed since 1st April 2012;
 - Sites with planning permission for housing;
 - Small sites (less than 1 ha in size) identified in the most recent Strategic Housing Land Availability Assessment (SHLAA), and;
 - Unanticipated 'windfall' sites.
- 6.24 The number of houses that could be accommodated on these sites, as set out in the Policy, is based on up-to-date information provided by the land owner and/or developer, in accordance with best practice. Where this information is not available, including sites owned by Sefton Council, the site capacity has been calculated by generally by applying 35 dwellings per hectare to 75% of the site (assuming the remaining 25% would be open space, landscaping, etc).
- 6.25 Two areas of 'Proposed Open Space' are identified on the Policy Map. These areas are adjacent to, and in the same ownership as, proposed housing allocations. New open space will be created at these sites alongside the development of the adjacent housing allocation. Both areas are affected by constraints that severely restrict or preclude residential development. The Proposed Open Space at Andrews Close is in Flood Zone 3, and the area identified at Bankfield Lane is within the setting of a listed building. However, these areas are suitable for the creation of open space, which could include new public open space, habitat creation, SuDS, or a mixture of these. Their removal from Green Belt would also create a more robust Green Belt boundary.

Strategic Employment Locations

- 6.26 The five Strategic Employment Locations identified in Section 5 of this policy are the largest employment sites in Sefton. These sites will be the focus for new large-scale, high quality employment development during the Plan period. It is envisaged that the development of these sites will create a significant number of new jobs, including opportunities for local people.
- 6.27 Each of these locations should create a high quality business park to attract significant local and inward investment. In particular, this should include good job outputs in relation to regional job to floorspace averages, a high standard of built development, a quality landscaped setting (both within and at the periphery of the business park), and management arrangements to ensure that landscaping is maintained to a high standard.
- 6.28 The Southport Business Park and its extension will continue to be the main location for major new employment development in Southport until the early 2020s.

Agenda Item 8

- 6.29 The Dunnings Bridge Road Corridor incorporates three sites. These are Atlantic Park (19.5 hectares), Senate Business Park (13.5 hectares), and the former Peerless Refinery Site (5.7 hectares). These sites will be the focus for major new employment development in Bootle and Netherton. It is particularly important that these sites provide high quality frontages onto Dunnings Bridge Road.
- 6.30 The proposed Strategic Employment Locations at Land East of Maghull, and North and South of the Formby Industrial Estate, are subject to separate site specific policies (see policies MN3 – MN5) and are expected to be mostly developed post-2020.

Employment allocations

- 6.31 The employment allocations identified in section 9 of this policy are intended to meet the remainder of the Local Plan employment requirement. These sites are located in the existing Primary Industrial Areas (policy ED3) within the Borough.
- 6.32 Many of the allocations identified in this policy will require one or more technical assessments to accompany subsequent planning applications. These may include, for example, transport assessments, site flood risk assessments and Habitats Regulations Assessments.

SITE SPECIFIC POLICIES

- 6.33 A small number of the allocated sites identified in Policy MN2 require site-specific policy guidance. These sites are land to the east of Maghull (see policy MN3), land to the north and south of Formby Industrial Estate (policies MN4 and MN5) and land at Brackenway, Formby (policy MN6). The following policies set out the site specific issues that the development of these sites needs to address.
- 6.34A All of the sites have the potential to become well connected to the existing motorway network. Access to Land East of Maghull will be improved by the upgrading of Junction 1 of the M58 motorway, allowing vehicles to enter and exit the motorway in both directions. The provision of the Maghull North station will also improve accessibility to this site. Access to both land north and south of the Formby Industrial Estate will be improved by the new Broom's Cross Road (A5758).

Land east of Maghull

- 6.35 The development of this site will provide a high-quality sustainable urban extension to Maghull. The site will provide a significant proportion of the Local Plan housing (1400) and employment (20 ha net) requirements, and is suitably located to take advantage of both existing and proposed public transport and road infrastructure. Despite its size, the site is self-contained by both the existing urban area, Ashworth Hospital complex, and M58 motorway to the east.
- 6.36 This site is capable of providing a minimum of 1400 homes, a business park, a local centre, Neighbourhood Park and other local facilities during the plan period. There are no alternative sites of this size in the Borough to deliver mixed development of this scale, which also have the potential for excellent rail and motorway connections.
- 6.37 The following policy is intended to guide the development of this key strategic site to ensure that a high quality mixed use community is created.

MN3 Strategic Mixed Use Allocation - Land east of Maghull

1. Land east of Maghull (shown on the Policy Map) is identified as a Strategic Mixed Use Allocation. The development of this site will create a comprehensive high quality, well-designed phased sustainable urban

extension containing integrated, distinctive, safe and secure residential neighbourhoods, a Business Park and improvements to local infrastructure.

2. The development of the site must provide:

- a) A minimum of 1400 dwellings, including a range of housing types and tenures to meet identified housing needs. This will include the provision of affordable / special needs housing (policy HC1), and provision for older persons housing (policy HC2).
- b) A 20 hectare (net) serviced Business Park for office and light industrial (class B1), general industrial, (B2), and storage and distribution (B8) uses to be located adjacent to the site's northern and eastern boundary;
- c) Local shopping provision of an appropriate scale to serve the needs of the new community;
- d) Appropriate new public open space, incorporating a neighbourhood park, equipped play area, new habitat creation, and provision for outdoor sports;
- e) A landscaping network including tree planting, buffer zones between employment and housing areas and to the M58 motorway and railway, the strategic paths and cycle routes network;
- f) A layout that facilitates a bus route across the site from School Lane in the north to Poverty Lane in the south. The layout should also ensure an appropriate separation of commercial and residential traffic;
- g) Walking and cycling routes within and beyond the site linking new residential areas and business park to the railway stations, bus services, new local centre, open space, and local schools;
- h) Effective management of flood risk within the site, including use of sustainable drainage systems. Buildings should be sited away from areas at high risk of flooding; and
- i) The long-term management and maintenance of public open space, landscaping, and sustainable urban drainage systems, to be agreed by the Council.

3. The development of this site must be subject to a single outline planning application covering the whole of the site. The outline application must:

- Specify how the infrastructure contributions listed at part 5 of this policy will be phased and implemented;
- Indicate the location of the business park;
- Indicate the location of an internal bus route linking School Lane and Poverty Lane;
- Indicate the location of access points to the business park and new residential areas from Poverty Lane and School Lane;
- Indicate the location of the proposed public open space; and
- Provide a strategic landscaping framework.

4. Development of the site will be phased to ensure that the required infrastructure is provided alongside new development. The following timetable and restrictions will apply unless an alteration is agreed in writing with the Local Planning Authority:

- a) Maghull North station must be operational before completion of the 500th dwelling;
- b) The southbound on slip and northbound off slip at Junction 1 of the M58 motorway must be constructed before completion of the 500th dwelling;
- c) The internal bus route linking School Lane and Poverty Lane must be provided before completion

Agenda Item 8

of the 500th dwelling;

d) Serviced plots must be made available on 25% of the area of the business park before completion of the 500th dwelling;

e) The proposed Business Park must not be occupied until the new slip roads are completed at Junction 1 of the M58;

f) The local shopping provision must be constructed before completion of the 750th dwelling; and

g) The neighbourhood park and outdoor sports provision will be provided in a phased manner, so that it becomes available when the adjacent housing is completed.

5. The development of this site will secure the following benefits, including through the use of planning conditions, 'Section 106' or other legal agreements and a phasing/ implementation plan:

a) A financial contribution to secure the provision of the new Maghull North station and associated park and ride facility;

b) A financial contribution to secure the delivery of the new slip roads required at Junction 1 of the M58 motorway;

c) A financial contribution to subsidise a bus service through the site for at least 3 years;

d) Provision of other appropriate highways and public transport improvements;

e) The provision of affordable / special needs housing and older persons housing (policies HC1 and HC2); and

f) Financial contributions to improve health care and education facilities, including expansion of Summerhill Primary School, and to provide appropriate community facilities within the local centre.

Policy Links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations
- HC1 Affordable and Special Needs Housing
- HC2 Housing Type, Mix and Choice
- Appendix 1 – Site Specific Requirements

Explanation

6.38 Land east of Maghull will provide a sustainable urban extension with major local benefits. These will include a contribution to a new Maghull North railway station, a new neighbourhood park, sports provision, a new local centre, and a 20 ha (net) business park. The site will also provide contributions to a range of local infrastructure and services. These will not only benefit the future residents of this site, but also people currently living and working in Maghull. These benefits will be secured through this policy, and through a site-specific Supplementary Planning Document that will be prepared alongside the Local Plan.

6.39 Developers of this site are expected to work with the Council and the local community in preparing plans for the development of the site. This should be prior to the submission of a planning application.

6.40 As part of the Liverpool City Region Local Enterprise Partnership (LEP) 'Growth Deal', £5.5m has been allocated in 2015 / 2016 for the provision of new slip roads at Junction 1 of the M58 motorway. These

are required to be in place before the Business Park is occupied. In addition, a further £6.2m has been allocated for the provision of the Maghull North station.

- 6.41 The development of this site must provide a minimum 20 hectares (net) business park. The net area calculation includes new the employment units, internal roads and internal landscaping. It excludes the landscaped setting to the business park, any main spine road and access points (e.g. a roundabout facilitating access into the site).
- 6.42 It is intended that residential areas will be developed as a series of planned neighbourhoods in a phased manner, so as to ensure that the appropriate infrastructure is provided alongside the development at the right time. The intention is to create well-designed, accessible, safe and secure neighbourhoods incorporating high quality design standards. Phasing will assist in the integration of the development into the adjacent settlement.
- 6.43 The development will be served by new local shopping provision including community facilities that complements the provision in Maghull Town Centre. This may include provision of a health centre, doctor's surgery, and/or dentists.
- 6.44 New public open space should be provided taking into account the scale and location of the proposed development and policy EQ9 'Provision of public open space, strategic paths and trees in development'. The location of public open space generally and specifically facilities such as equipped play areas and outdoor sports provision, strategic landscaping, and paths and cycle routes cycle should also take into account flood risk and its management within the site. It may be, for example, that some surface water or flood storage areas may be acceptable as natural public open space and enhanced habitat.
- 6.45 Proposals should take into account flood risk from all sources within the site and surrounding area, including downstream along Whinney Brook.
- 6.46 The policy sets out the requirements for improving accessibility through the site and to link to the nearby existing and proposed train stations. This will include routes for pedestrians and cyclists linking the residential neighbourhoods together, to the park and local centre, and to the train stations located beyond the site boundary.
- 6.47 A bus route is required through the residential areas to link the north and south of the site, which is capable of enabling the circular bus routes that operate in Maghull to be extended through this site.
- 6.48 The policy also sets out an overview of how the site will be phased, so as to ensure that the Business Park and key infrastructure are provided in a planned manner. As certain residential areas will be developed first, these requirements are linked to the development of specified numbers of houses.
- 6.49 The development will need to make a financial contribution to the enlarging of Summerhill Primary School by an additional form entry. Further guidance is provided in the Infrastructure Delivery Plan.

Land north of Formby Industrial Estate

- 6.50 Land to the north of the Formby Industrial Estate has been identified as a Strategic Employment Location under Policy MN2 to meet the medium-to-long term employment needs of north Sefton. This will be a particularly important resource once the Southport Business Park has been fully developed by the early 2020s. The site is adjacent to Formby, and has excellent links to the strategic road network.

MN4 Land north of Formby Industrial Estate

- 1. Land north of Formby Industrial Estate is allocated as a 'Strategic Employment Location' (as shown on the Policy Map) subject to the following requirements:

Agenda Item 8

- a) The site will be developed for the uses specified in Policy MN2. Subject to a full financial appraisal, the development of a limited number of other uses on part of the site may be acceptable where they are necessary to cross subsidise the delivery of B1, B2 and B8 uses.
- b) Replacement habitat, including for water voles, will be provided before development commences;
- c) The site will be accessed via a dedicated signal controlled junction off the Formby Bypass;
- d) Improved connections will be provided to the wider highway network, including enhanced provision for walking, cycling and public transport;
- e) Flood risk will be managed effectively and appropriately within the site, including use of sustainable drainage systems; and
- a) A landscaping framework will be provided including replacement water vole habitat, appropriate tree planting, and a buffer alongside Downholland Brook.

2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.

Key policy links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations

Explanation

6.51 This site has been identified as a 'Strategic Employment Location' under Policy MN2 and is capable of providing a successor to the Southport Business Park in the medium term. It is located adjacent to Formby and has excellent links to Southport and South Sefton. It will offer job opportunities to both residents of Formby –and the wider north Sefton area.

6.52 The development of this site will need to incorporate suitable mitigation and enhancement for the loss of part of a designated Local Wildlife Site, provide replacement habitat for water voles within the site, and create a safe access to the site from the Formby bypass.

Land south of Formby Industrial Estate

6.53 Land to the south of the Formby Industrial Estate has been identified as a Strategic Employment Location under Policy MN2. The allocation of this site is intended to complement the development of 'land north of Formby Industrial Estate' (Policy MN4) as an area to meet the longer term needs for new employment land in north Sefton. It is adjacent to Formby, and benefits from excellent links to the strategic road network.

MN5 Land south of Formby Industrial Estate

1. Land south of Formby Industrial Estate is allocated as a 'Strategic Employment Location' (as shown on the Policy Map). Development of this site must:

- a) Provide a new sports ground and facility capable of accommodating a reformed Formby Football Club. This should be constructed to the Football Association's Category E Ground Grading;
- b) Provide a minimum of 5 hectares of sports and recreation facilities located on the eastern half of the site. This must include replacement sports pitches and outdoor recreational facilities available for

community use;

- c) Provide a minimum of 7 hectares net (10 hectares gross) of employment land, for the uses specified in Policy MN2. This should be mainly located on the western half of the site. Subject to a full financial appraisal, the development of a minimum amount of other development on this part of the site may be acceptable where they are necessary to cross subsidise the delivery of B1, B2 and B8 uses and sporting facilities;
- d) Provide new accesses onto the Formby bypass and Altcar Road;
- e) Provide improved connections to the wider highway network, including provision for walking, cycling and public transport;
- f) Ensure that the development does not increase flood risk elsewhere, and that flood risk is managed effectively and appropriately within the site including use of sustainable drainage systems;
- g) Provide a landscaping framework, appropriate tree planting, and a buffer alongside Downholland Brook; and
- h) Provide biodiversity enhancements including maintaining habitat connectivity along existing water courses.

2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.

3. The phasing of the developments supported under this allocation must be agreed in writing with the Council through a phasing plan/strategy. Any uses necessary to cross subsidise the delivery of a serviced business park for B1, B2 and B8 uses must be phased so that proposed business park and sport and recreation uses are delivered in tandem with uses that are cross-subsidising them.

Key policy links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations
- Appendix 1 – Site Specific Requirements

Explanation

6.54 This site is identified as a 'Strategic Employment Location' under Policy MN2. Its development will provide a new stadium capable of accommodating a reformed Formby Football Club, replacement sports pitches, new recreational facilities, and a minimum of 7 hectare (net) of employment land.

6.55 A significant part of the site is in Flood Zone 3. However, the allocation of this site is justified as it offers the only opportunity to provide a new stadium for a re-formed Formby Football Club. In addition, the development of the site will provide new high quality sports pitches and recreational facilities for community use. When taken together with site to the north of the Formby Industrial Estate (Policy MN 4), there are also no alternative sites to fully meet North Sefton's employment needs over the Plan period.

6.56 The new sports ground should be constructed to the Football Association's Category E Ground Grading. Full details of this standard are available to download from the Football Associations website. In summary, a Category E ground must provide:

- A minimum capacity for 1,000 spectators
- Standing or seating for spectators on 3 sides of the ground
- A clubhouse facility

Agenda Item 8

- Adequate car parking and floodlighting

- 6.57 The development of this site must provide a minimum of 7 hectares (net) of employment land. The net area calculation includes new the employment units, internal roads and internal landscaping. It excludes the landscaped setting to the business park, any main spine road and access points (e.g. a roundabout facilitating access into the site). The 'gross' area (including these latter elements) should be a minimum of 10 ha.
- 6.58 The development of this site should also create an attractive urban edge between the site and the neighbouring Green Belt.

Land at Brackenway, Formby

- 6.59 Land at Brackenway, Formby has been identified as a housing allocation under Policy MN2. The allocation of this site is intended to provide a high quality extension to the north of Formby that provides a range of local benefits. The policy below sets out the site specific requirements that will apply to this site.

MN6 Land at Brackenway, Formby

1. Land at Brackenway, Formby, is allocated for housing (as shown on the Policy Map). Development of this site must:

- a) Include a flood risk mitigation scheme that:
 - i) ensures that new dwellings are not at risk from either fluvial flooding in a 1 in 1000 year event, or flooding from any other source; and
 - ii) ensures that there is no increase in flood risk elsewhere caused by the development; and
 - iii) significantly reduces the existing surface water flood risk to properties on Hawksworth Drive by directing flood flows away from Eight Acre Brook to new flood storage areas adjacent to the Formby Bypass; and
 - iv) is accompanied by a maintenance plan / arrangement that ensures the flood risk mitigation scheme and existing watercourses within the site are maintained in perpetuity.
- b) Retain and manage 7.9 ha of grassland and wetland habitats as a buffer zone to the adjacent nature reserve, including additional species enhancement measures. In addition, main water courses within the site (including Wham Dyke) must be maintained and enhanced with watercourse buffer habitats.
- c) Include a signal controlled junction onto the Formby Bypass.

2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.

Key policy links

- MN1 Housing and Employment Requirements
- MN2 Housing, Employment, and Mixed Use Allocations
- NH2 Protection and enhancement of nature sites, priority habitats and species
- EQ8 Managing flood risk and surface water
- Appendix 1 – Site Specific Requirements

Explanation

- 6.60 Land at Brackenway is a 13.8 ha urban extension to the north of Formby that is capable of accommodating around 286 dwellings. This site has the ability to provide substantial benefits to the

local area, including mitigating existing flood risk problems, providing a new signal controlled junction onto the Formby Bypass, and major ecological benefits.

- 6.61 Just under half of the site is in Flood Zones 2 and 3, where ordinarily land would not be allocated for development consistent with the 'Sequential Test'. However, national planning guidance states that in some cases other sustainability criteria can outweigh flood risk issues. In this case, the site can be developed in a way that will substantially reduce existing flood risk, particularly to properties on Hawksworth Drive, and new dwellings can be made safe from flood risk by raising the level of the land. These benefits, in addition to the significant ecological and traffic / highways benefits, justify the allocation of the site.
- 6.62 The requirements set out above will ensure that the existing surface water flood risk to properties on Hawksworth Drive is significantly reduced. This will be secured by the creation of new flood water storage areas adjacent to the Formby Bypass, improvements to existing defences, and other mitigation measures. The flood risk mitigation scheme implemented as part of the development must be managed and maintained in perpetuity.
- 6.63 The site is currently identified as a Local Wildlife Site. However, the provision of 7.9 hectares of managed grassland and wetland habitats will provide a major ecological enhancement. This will constitute a significant net ecological benefit.
- 6.64 A new signal controlled junction must also be provided to the Formby Bypass to facilitate access into the site. The site layout should ensure that a direct through route to other parts of Formby is not created, to discourage 'rat running'.

GREEN BELT & SAFEGUARDED LAND

- 6.65 In addition to stressing the importance of meeting needs, national planning policy also identifies areas where new development should be restricted. The Green Belt is one such area. Whilst the Green Belt boundary was reviewed during the preparation of the Local Plan to identify drafting errors, land which is proposed to be allocated for housing and employment development under policy MN2 and areas which should not remain in the Green Belt if such development goes ahead, no further alterations will be made to Green Belt boundaries until a future review of the Local Plan.
- 6.66 Government guidance states that when Green Belt boundaries are reviewed, there is also a need to identify areas of 'safeguarded land' between the urban area and the Green Belt in the Local Plan, in order to meet longer-term development needs stretching well beyond the end of the plan period. This land is not allocated for development in this Local Plan, and will not be until a future review of the Local Plan.
- 6.67 Policy MN7 sets out how the Council will apply and interpret the requirements of national Green Belt policy, so that the essential characteristics of the Green Belt – their openness and permanence - are preserved.

MN7 Sefton's Green Belt

Extent of Green Belt

- 1. The extent of Green Belt in Sefton is defined on the Policy Map.

Development in Green Belt

- 2. The construction of new buildings, some changes of use, and other development is generally regarded as inappropriate development in Green Belt, subject to the exceptions set out in national planning policy. Inappropriate development in Green Belt will not be approved except in very special circumstances.

Agenda Item 8

Extensions to buildings and replacement buildings

3. National Green Belt policy requirements relating to the extension or replacement of existing buildings will be interpreted as follows:

- **Extensions to existing buildings:** In general, proposals to extend the original building by more than one third (by volume) either individually or cumulatively with other extensions are considered 'disproportionate' and therefore inappropriate in Green Belt.
- **Replacement buildings:** Replacement buildings that are more than 15% larger (by volume) of the existing building(s) are considered inappropriate in Green Belt.

Key Policy Links:

- Policy MN8 Safeguarded land
- Policy HC4 House Extensions and Alterations and conversions to Houses in Multiple Occupation and Flats
- Policy NH7 Rural Landscape Character

Explanation

6.68 The Green Belt boundaries identified on the Policy Map will only be altered through the preparation or review of a future Local Plan.

6.69 Development proposals in Green Belt are subject to the requirements of national planning policy. Whilst the construction of new buildings. Some changes of use, and other development, is generally regarded as inappropriate in Green Belt, paragraphs 89 and 90 of the Framework sets out a number of exceptions to this, as follows:

"89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- *buildings for agriculture and forestry;*
- *provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;*
- *the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- *the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- *limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or*
- *limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*

"90. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- *mineral extraction;*
- *engineering operations;*
- *local transport infrastructure which can demonstrate a requirement for a Green Belt location;*

- *the re-use of buildings provided that the buildings are of permanent and substantial construction; and*
- *development brought forward under a Community Right to Build Order.”*

- 6.70 To provide clarity, an additional local policy interpretation applies to proposals for the extensions to, or replacement of existing buildings in Green Belt.
- 6.71 National policy requires that extensions to existing buildings must “not result in disproportionate additions over and above the size of the original building”. The threshold of one-third is regarded as achieving the appropriate balance in most circumstances. Any departure from this would need to be clearly justified.
- 6.72 National policy also allows for replacement buildings in Green Belt “provided the new building is in the same use and not materially larger than the one it replaces”. The threshold of 15% for assessing “materially larger” buildings is regarded as achieving the appropriate balance between modern building requirements and preserving the openness of the Green Belt in most circumstances. Similarly, any departure from this would need to be clearly justified.
- 6.73 In calculating the volume of either the original, existing or proposed building, external measurements of the building(s) must be used. The calculation of volume must include the roofspace, and any extensions to the building. It must not include any parts of the building(s) that are below ground level or the volume of any area enclosed by walls, but which does not have a roof. Outbuildings are not normally considered part of the original building.
- 6.74 “Original” means a building as it existed on 1 July 1948 where it was built before that date.

Safeguarded Land

- 6.75 National planning policy advises that when defining Green Belt boundaries, local authorities should identify areas of Safeguarded Land between the urban area and the Green Belt in order to meet longer term development needs. Safeguarded land is not allocated for development at the present time.

MN8 Safeguarded Land

1. The following areas are identified as safeguarded land and are identified on the Policy Map:

| Site Ref. | Location | Area [ha.] |
|--------------|---|------------|
| MN8.1 | Land at Lamshear Lane, Lydiate | 33 |
| MN8.2 | Land adjacent to Ashworth Hospital, Maghull | 18.5 |

2. Development on Safeguarded Land will only be permitted where the proposal is:

- necessary for the operation of the existing use(s); or
- a temporary use that would retain the open nature of the land and would not prejudice the long term ability to redevelop the site to meet future development needs.

3. In all other instances, the development of Safeguarded Land will only be permitted following the adoption of a replacement Local Plan which allocates the development of any of these areas.

Key Policy Links:

- Policy MN7 Sefton’s Green Belt
- Policy NH7 Rural Landscape Character

Explanation

Agenda Item 8

- 6.76 Safeguarded Land is land between the existing urban area and the inner boundary of the Green Belt. The sites identified as Safeguarded Land may be required to meet longer-term development needs beyond the current plan period.
- 6.77 Safeguarded Land is not allocated for development at the present time, and planning permission for the permanent development of these sites will only be approved following a review of the Local Plan that allocates the land for this development. In the meantime, Safeguarded Land will continue to be protected from development until such time as it is required. Only development that is necessary for the operation of existing uses, or a temporary use that would not prejudice the long-term development of the site, will be permitted on Safeguarded Land.
- 6.78 The two areas of Safeguarded Land have a combined potential capacity for around 1,000 dwellings. In addition, it is assumed that 278 dwellings at site MN2.5 Crowland Street, Southport, and 213 dwellings at Town Lane, Southport (permission ref S/2012/0400) will be delivered after 2030 due to likely market take up rates. This land, with a total estimated capacity of some 1500 dwellings, will ensure that the proposed Green Belt boundary will endure in the longer term, beyond the current Local Plan period, though no specific time horizon is identified as to when that will be.

CHAPTER SEVEN ECONOMIC DEVELOPMENT AND REGENERATION

- 7.1 The Local Plan aims to support job creation, investment, and economic growth in Sefton. In particular it identifies key sites to facilitate major new investment (see policy MN2) and policies to ensure the needs of local businesses are addressed (see policy MN1). The Local Plan also aims to support the growth of the Port of Liverpool, including access to the expanded port. The growth of the Port as a facility to serve the north of England and beyond is a priority for the Liverpool City Region (policy ED1).
- 7.2 In addition to identifying new development sites, the Local Plan also seeks to ensure that the Borough's main business parks and industrial estates are retained and improved to provide a continuing supply of employment sites. This is particularly important given that Sefton has the smallest amount of designated employment land of any Greater Merseyside authority, despite having the third largest population. Whilst many small and poor quality industrial sites have been and will continue to be redeveloped for housing the key employment areas are identified as 'Primarily Industrial Areas' and reserved for employment generating uses.
- 7.3 Economic growth and new investment are closely linked to the provision of new housing. The total housing provision envisaged in Policy MN1 will not only support construction and related jobs in Sefton, but will also provide jobs for the Borough's resident workforce. The proportion of people of retirement age and above living in Sefton is projected to increase significantly, and therefore Sefton's resident workforce will decrease over the duration of the Local Plan. The housing requirement in policy MN1 will also help to ensure the reduction in the workforce is minimised. In addition, a large number of people commute out of Sefton, particularly to Liverpool. Whilst this in part reflects the longstanding 'commuter belt' role of some parts of Sefton, it also reflects the relative lack of higher paid jobs in Sefton. The identification of Strategic Employment sites (policy MN2) in the Plan will provide opportunities to attract and retain high quality jobs to Sefton.
- 7.4 Town Centres are vitally important to the local economy and to the identity of Sefton's different settlements. Town Centres nationally have experienced difficulties since the onset of recession in 2008, which has led to higher town centre vacancy rates and the collapse of some well known high street names. Whilst this has partially been caused by lower consumer spending, the rise of internet shopping has also had a significant effect in restructuring national shopping patterns. The Local Plan seeks to maintain town centres as the focus for new retail development, and also to support a wider variety of uses. This will allow town centres to develop new roles given the continuing decline in the amount of spending on the high street. In addition to this general approach, a number of centres have been particularly affected in recent years, or have specific issues that need to be addressed. These centres – Southport, Crosby, Bootle, Maghull and Seaforth – are highlighted as Regeneration Areas in policy ED6.
- 7.5 Regeneration has long been a Council priority, and over the last decade millions of pounds have been spent on regeneration projects in Sefton. In Southport this has included numerous projects such as the restoration of Kings Gardens, refurbishment of the Cultural Centre and Southport Market, and improvements to Lord Street. There has also been significant investment in Bootle including the remediation and redevelopment of several derelict former industrial sites and areas of obsolete housing along Hawthorne Road and Stanley Road. However, there are still many regeneration challenges in these and other areas to be addressed through this Plan.

A ECONOMIC DEVELOPMENT

THE PORT AND MARITIME ZONE

- 7.6 The growth of the Port of Liverpool and its integration with the Manchester Ship Canal (to Salford) will bring major economic benefits for the Liverpool City Region and the wider national economy by increasing opportunities for trade with the rest of the world, including key markets in the Far East and the Americas.
- 7.7 The expansion of the Port of Liverpool is one of the key elements of the Liverpool City Region Local Enterprise Partnership (LEP)'s vision for a Superport, a global freight and logistics hub across the City

Agenda Item 8

Region and is a corporate priority for Sefton Council. Superport is one of the LEP's four "transformational priorities" and a major part of the Growth Deal with Government. The expansion of the Port of Liverpool is recognised as a key opportunity to stimulate growth in the region. Taking advantage of its central location in the UK, and being situated in the largest economic region in the UK outside of London, the Port is ideally located to move people and freight both at the lowest possible cost and with fewest carbon emissions.

- 7.8 The growth of the Port will be facilitated by the construction of the Seaforth River Terminal (Liverpool 2), a deepwater container terminal currently under construction in Sefton. The first phase and the first berth is due to open at the end of 2015 and will enable the Port to accommodate super-tankers and container ships more than three times the size of those which can currently use the Port (13,500 TEU as opposed to 3,500 TEU).
- 7.9 The main operational area of the Port lies in Sefton, although it also extends into the Liverpool and Wirral administrative areas. The main land-based routes to and from the Port are located in Sefton. For the Port to be successful, it needs to have good transport access links by rail, road and water (including increased use of the Manchester Ship Canal and 'short sea shipping'). The Liverpool City Region authorities are working with the private sector and Government agencies to improve access by rail and water to the Port to support its anticipated growth. However, despite these improvements the majority of freight coming through the port will still be transported by road. Dunnings Bridge Road (A5036T) currently carries approximately 70% of the Port's overall external road traffic. The Access to Port of Liverpool Study (November 2011) has identified a longer term need (after 2020), for major new road improvements in Sefton to meet the forecast demand for road access to the Port.
- 7.10 The Port expansion will create significant job opportunities for both Sefton residents and for communities across the Liverpool City Region, both directly at the Port and through a wide range of other businesses which depend on goods brought in and out of the Port. However, a consequence of this growth is that there will be a significant increase in the demand for high quality employment land across the Liverpool City Region.
- 7.11 The scope for meeting this need will be assessed at the sub-regional level and a timetable for reviewing sub-regional employment needs is set out in chapter 5. Given the economic importance of this issue to the economy of the Borough, the Council is committed to an early selective review of this part of the plan to react to the consequences of such a decision.
- 7.12 As well as the significant economic benefits and opportunities provided by the Port, there are potential negative environmental impacts resulting from the operation of the port, including noise, dust and odour, on local communities. Sefton and the Liverpool City Region authorities are working with the port company and the local communities to ensure that these impacts are reduced and mitigated. The planning process provides one tool to manage these impacts however other partners and agencies will also have roles to play.

ED1 The Port and Maritime Zone

1. Significant development and re-structuring will be permitted in the Port and Maritime Zone (as shown on the Policy Map) including the expansion of the operational port area to the A565 (Derby Road, Rimrose Road and Crosby Road South). Development that requires planning permission within this area (including any development of the Seaforth Nature Reserve) will be permitted provided that the following criteria are met:

- a) The development is a port-related activity and does not prevent the comprehensive redevelopment of the area for such purposes;
- b) Buildings are suitably designed so that they integrate into and respect the surrounding natural, built and historic environment;
- c) Appropriate landscaping and/or screening and other forms of mitigation are provided to minimise the impact of the development on sites which abut the landward edge of the Port and Maritime Zone;
- d) The development is designed to encourage walking and cycling, and has incorporated, where possible, water and rail as alternatives to road transport; and

- e) Appropriate mitigation is included that ensures that impacts resulting from noise, dust, smells or other forms of pollution on the amenity of other occupiers within the area and on adjacent communities are mitigated and minimised.

2. The expansion of the operational port area onto all or part of the Seaforth Nature Reserve will only be permitted provided that the proposals:

- a) Demonstrate that there are no alternative sites available;
- b) Establish 'imperative reasons of overriding public interest' as to why the development should be permitted in this location; and
- c) Provide suitable compensatory habitat and necessary mitigation for an appropriate period to end once monitoring confirms that the compensatory habitat is performing a function identical to that of Seaforth Nature Reserve.

3. Improvements to access will be required to support the expansion of the Port. This may require a new road and /or substantial improvements to the surrounding highway network beyond the Port area, as well as other modes of transport.

4. Planning conditions and / or legal agreements will be used to ensure appropriate compensation, mitigation, infrastructure and appropriate local economic, environment and community benefits are secured and provided.

Policy links

- IN2 Transport
- NH2 Protection and enhancement of nature sites, priority habitats and species

National /regional context

- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities & LCR SuperPort Action Plan 2011-2020 and LCR Offshore Wind energy Hub and LCR Growth Deal
- The Access to the Port of Liverpool Study 2011

Explanation

7.13 When completed, the River Terminal will double the port's existing container capacity and make it one of the country's best equipped and connected terminals. There are a number of legal agreements in place to ensure the impacts arising from this development are mitigated.

7.14 The current road access to the Port is constrained due to traffic congestion at peak times and will need to be improved during the plan period. This road experiences repeated congestion especially during peak periods, and the area adjacent to the main entrance to the Port suffers from poor air quality. It is recognised that major road improvements to facilitate port access will be required in the long term. However, no specific proposal has been confirmed yet, so it can only be referred to in general terms in this Plan. Options are currently being assessed for feasibility, value for money and environmental and social impacts. All options being considered are located within Sefton.

7.15 In 2011, Peel Ports consulted on the draft Mersey Ports Master Plan which sets out its future development intentions. In addition to the Seaforth River Terminal, the proposals include an eastward expansion to the A565 in Bootle and Liverpool and development on the Seaforth Nature Reserve, part of which would provide a rail link to the new River Terminal. The former will require the relocation of a number of existing businesses, and this has been taken into account in the Council's Employment Land and Premises Study. As the latter is an internationally protected nature conservation site, 'appropriate assessment' under the Habitats Regulations will be required to agree what mitigation is needed before this area can be developed.

Agenda Item 8

- 7.16 The Seaforth Nature Reserve is a Ramsar Site and Special Protection Area and as such is internationally important for nature conservation and is part of the Natura 2000 network of international nature sites. Under the Habitats Regulations 2010 the Council has a duty to prevent adverse effects on the integrity of sites of international nature importance. A number of tests need to be satisfied, including demonstrating that there are no alternative solutions, that the development is needed for “imperative reasons of overriding public interest” and that appropriate compensatory habitat will be provided, and if necessary additional mitigation will be provided before development begins. Any compensatory habitat will have to have the same functions as would be lost at Seaforth Nature Reserve. An agreement will need to be in place, before development commences, to protect the adjacent internationally important sites at Crosby, including the Sefton Coast Special Area of Conservation (SAC), and the Ribble & Alt Estuaries Special Protection Area (SPA) and Ramsar site.
- 7.17 Atlantic Gateway’s Business Plan highlights the need for improvements to the environment of the area surrounding the Port. Many developments within the Port do not need planning permission (see Figure below). Where planning permission is required, the Council will use planning conditions to limit the effects of noise, dust, smells or other forms of pollution on local communities, and where possible seek local improvements to the environment. Where development does not require planning permission, the Council may still be able to address other impacts on local amenity by other legislation e.g. public health.

Port permitted development rights

Class B, Part 17 of the General Permitted Development Order 1995 (as amended)

Class B Dock, pier, harbour, water transport, canal or inland navigation undertakings

B. Permitted development

Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings, required:

- a) for the purposes of shipping, or
- b) in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or harbour, or with the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking.

B.1 Development not permitted

Development is not permitted by Class B if it consists of or includes:

- a) the construction or erection of a hotel, or of a bridge or other building not required in connection with the handling of traffic,
- b) the construction or erection otherwise than wholly within the limits of a dock, pier or harbour of—
 - (i) an educational building, or
 - (ii) a car park, shop, restaurant, garage, petrol filling station or other building provided under transport legislation.

DEVELOPMENT IN SEFTON’S CENTRES

- 7.18 Nationally, there has been limited growth in retail expenditure in recent years although forecasts from the Office for National Statistics (ONS) indicate consumer spending will recover reasonably strongly from 2015. High street spending is currently predicted to grow but more modestly compared with overall spending. These trends are closely linked to the continued growth of the UK on-line retail sector, and other forms of special forms of trading [e.g. mail order, telephone sales etc], and levels of disposable income. To address these challenges, a flexible approach to town centre policies and strategies will be required. The historical function of the town centre has been primarily for retailing and this will continue. However, it will increasingly be necessary for centres such as Bootle and Southport to be supported by complementary non retail uses, including offices, food and drink, and other uses. That noted, changes of use from retail (Class A1) to other uses within the designated

Primary Retail Areas will need to be carefully considered in terms of the impact on retail function, character, and vitality and viability of the centre as a whole.

TOWN CENTRES, DISTRICT CENTRES, LOCAL CENTRES AND LOCAL SHOPPING PARADES

ED2 Development in Town Centres, District Centres, Local Centres and Local Shopping Parades and outside defined centres

1. Retail, leisure and other main town centre uses will be directed towards the Borough's existing centres in accordance with the following hierarchy:

- Town Centres:** Bootle and Southport
District Centres: Crosby, Formby, Maghull and Waterloo
Local Centres: Ainsdale, Birkdale, Churchtown, Netherton and Old Roan

Planning permission will only be granted for development which is appropriate to the role and function of each centre.

2. Where proposed outside of the defined town, district and local centres, all retail, leisure and other town centre uses will be subject to a sequential approach to development. This will require applications for town centre uses to be located firstly in town centres, then edge of centre locations, and only if suitable sites are not available should out of centre sites be considered. In addition, all proposed retail, leisure and other town centre uses should demonstrate:

- that it would not prejudice the delivery of planned investment within any existing defined centre; and
- that no significant adverse impact on the vitality and viability of any existing centre will arise from the proposed development.

3. For retail, leisure and other town centre uses proposed outside of existing defined centres, impact assessments will be required to accompany planning applications based on the following floorspace thresholds at the following locations:

- outside of the Primary Shopping Areas of Bootle and Southport, an impact assessment will be required for development which proposes more than 500m² gross floorspace or more;
- within 800 metres of the boundaries of the district centres, an impact assessment will be required for development which proposes more than 300m² gross floorspace; and
- within 800 metres of the boundaries of the local centres, an impact assessment will be required for development which proposes more than 200m² gross floorspace.

Where more than one impact threshold applies, the lower impact threshold will take precedence. Where appropriate impacts on the vitality and viability of designated retail centres in neighbouring local authorities will also be required to be assessed.

Subject to the above, impact assessments may also be required in other circumstances, including where a change of use from one form of retail development to another is proposed.

4. Within Primary Shopping Areas (see figure ED2.1) proposals for non retail uses, compatible with a town centre location, will be permitted providing that:

- (i) the overall retail function of Centre would not be undermined;
- (ii) the use would make a positive contribution to the overall vitality and viability of the Centre; and
- (iii) it would not result in an unacceptable cluster of non-retail uses.

Outside of Primary Shopping Areas, but within defined centres, all main town centre uses will be considered acceptable in principle.

5. Residential development will be permitted in:

- defined town and district centres [outside Primary Shopping Areas] and local centres; or
- upper floors of buildings in the Primary Shopping Area; or

Agenda Item 8

- local shopping parades

if it does not compromise the vitality and viability of the centre or parade. Careful design is required to ensure residential development and other uses are compatible and complement each other.

Bootle and Southport Town Centres

6. Bootle Town Centre is the main focus for local convenience and comparison retail development and other town centre uses in the south of Sefton. Southport Town Centre is the main focus for comparison and convenience retail development, cultural, education, office and leisure development in the north of Sefton.

Development in District and Local Centres

7. The District and Local Centres are the main focus for retail development to serve local convenience shopping needs.

In Crosby and Maghull District Centres, a more significant scale of retail redevelopment will be supported where it contributes positively to the regeneration of these centres, consistent with policy ED6 Regeneration Areas.

Local Shopping Parades

8. Non-retail development within local shopping parades which are not retail centres in their own right, will be permitted provided that:

- (i) a vacant property is brought back into beneficial use; and
- (ii) the overall provision of facilities in the local area or the appearance of the local shopping parade is not harmed; and
- (iii) the development would have no unacceptable impact on the amenity of surrounding/neighbouring uses.

For the purposes of this policy, a shopping parade is defined as groupings of four or more consecutive retail units or four retail units in any six units.

Policy links:

- ED9 Crosby Centre
- ED7 Southport Central Area
- ED6 Regeneration Areas

Explanation

7.19 This policy sets out the requirements for development in town centres, and for proposals for main town centre uses. Main town centre uses are defined in national planning policy, as follows:

- Retail
- Leisure
- Offices
- Entertainment facilities
- More intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- Arts, culture, and tourism development (including theatres, museums, galleries, concert halls, hotels, and conference facilities)

- 7.20 In north Sefton, the 2012 Retail Strategy Review (RSR) identified additional capacity for convenience shopping in the period to 2016 for a large sized food store of approximately 4,000 sq m net. Given the majority of this need is in Southport, it is necessary to identify additional sites in or around Southport Town Centre, or failing this within the wider Southport area. Though the RSR indicates no significant need for comparison floorspace up to 2021, additional floorspace for comparison shopping would still be supported in Southport Town Centre, particularly where it would improve Southport's market share or reuse existing floorspace.
- 7.21 In both South Sefton and Bootle, the RSR forecasts indicate that the need for additional convenience floorspace will be of a limited scale and should be able to be met by expanding and improving capacity in existing retail centres, including Bootle Town Centre.
- 7.22 RSR forecasts will be reviewed regularly given the uncertainties in predicting how the economy will perform over time.
- 7.23 A flexible approach is necessary for district and local centres if they are to maintain their vitality and viability. Other uses will be considered positively where they contribute to the overall vitality and viability of a centre.
- 7.24 Shopping parades will continue to perform a local convenience function. Whilst the majority of the parades perform well, a proportion are vulnerable and performing poorly. The policy seeks to ensure that those parades that are performing less well will be supported in improving or, if this is not possible, in achieving acceptable complementary uses.
- 7.25 It is recognised that the role and function of some shopping parades, whilst not retail centres in their own right, will need to change over time and this may mean that complementary uses will need to be encouraged either for individual retail units or, exceptionally for whole shopping parades.

Figure ED2.1 Primary Shopping Areas in Town and District Centres

| | |
|--|---|
| <p>Southport Town Centre</p> <ul style="list-style-type: none"> • 25 and 91 - 581 (odds) Lord St; • Ribble Buildings (full ground floor frontage); • 1 - 9 (consecutive) Garrick Parade; • 118 - 124 Lord St; • 1 - 61 (odds) Chapel St & 1 - 7 Hoghton St; • 2 - 70 (evens) Chapel St; • 1 - 31 (odds) Eastbank St; • 2 - 20 Eastbank St (to Queen Anne St); • 1 - 35 (odds) London St; • 2 - 24 (evens) London St; • 27 - 41 (odds) Tulketh St; • 2 - 64 (evens) Tulketh St; and • Wayfarers Arcade; Cambridge Arcade; • Cambridge Walks & Marble Place (all frontages). <p>Bootle Town Centre</p> <ul style="list-style-type: none"> • Units within The Strand Shopping Centre; and • 244 Stanley Rd to 322 Stanley Road. <p>Waterloo District Centre</p> <ul style="list-style-type: none"> • 91 - 137 (odd) South Rd; • 62 - 140 (even) South Rd; • 1 - 5 (consecutive) Cremona Corner, | <p>Crosby District Centre</p> <ul style="list-style-type: none"> • 1 - 27 (odd) Moor Lane; • 1 - 8 (consecutive) Telegraph House, Moor Lane; • 2 - 14 (even) Moor Lane; • 1 - 11 (consecutive) Glenn Buildings, Moor Lane; • 1 - 19 & 33 - 47 (odd) Liverpool Rd; • 4 - 42 (even) Liverpool Rd; and • 1 - 7 Crown Buildings, Liverpool Rd <p>Maghull District Centre</p> <ul style="list-style-type: none"> • 2 - 46 (even) Westway; • 21 - 27 (odd) Westway; • 1 - 26 (consecutive) Central Square; and • 1 - 13 (odd) Stafford Moreton Way <p>Formby District Centre</p> <ul style="list-style-type: none"> • 1 - 41 (odd) Chapel Lane; • Land adjacent to 1 Chapel Lane; • 2 - 38 Chapel Lane; • 23 - 35 (odd) Brows Lane; • 44 - 68 Brows Lane; • 1 - 17 (consecutive) The Cloisters, Halsall Lane; • 53 - 57 Three Tuns Lane; |
|--|---|

Agenda Item 8

| | |
|--|--|
| <ul style="list-style-type: none">• Crosby Rd North;• 49 - 61 (odd) Crosby Rd North;• 127b - 159 St John's Rd;• 78 - 112 St John's Rd; and• 20 Brighton Rd | <ul style="list-style-type: none">• 2, 2a, 2b, 2c, 2d & 2e Halsall Lane;• 1 - 6 (consecutive) School Lane; and• • Morrisons, School Lane |
|--|--|

Primarily Industrial Areas

- 7.26 The Primarily Industrial Areas represent the main industrial estates and business parks in the Borough. These Areas contain the Employment Allocations identified in policy MN2 and other land that is suitable for new employment development.
- 7.27 Sefton has the smallest amount of designated employment land of any Greater Merseyside authority, and it is therefore important to protect the 'Primarily Industrial Areas' for employment uses. This will ensure that sufficient land is available to support local businesses and to attract new investment into the Borough.

ED3 Primarily Industrial Areas

1. The Primarily Industrial Areas are suitable for the following uses:
 - Office and light industrial (class B1)
 - General Industrial (class B2)
 - Storage and distribution (class B8)
2. Other uses will only be permitted where they:
 - are small scale or ancillary to the above uses; or
 - maximise job outputs and are compatible with the character and function of the area and with adjacent uses.
3. Development within the Primarily Industrial Areas must not:
 - Significantly harm the amenity of any nearby residents; and
 - Significantly harm the general environment.

Policy Links

- MN2 Housing, Employment, and Mixed Use Allocations

Explanation

- 7.28 This policy seeks to retain land for employment uses, and to restrict non-employment uses, within identified Primarily Industrial Areas. These Areas comprise the main established industrial estates and business parks in the Borough and are an important resource for local businesses. Given Sefton's relatively short supply of employment land, the retention of these areas for employment purposes is important. New office and light industrial (Class B1), general Industrial (Class B2), and storage and distribution (Class B8) uses are acceptable in principle in these areas. Other uses may be permitted where they meet the policy requirements set out above.

Mixed Use Areas

- 7.29 The Mixed Use Areas identified on the Policy Map are not characterised by a single type of use. They are instead areas that contain a range of uses, and where a range of uses may be appropriate, dependent on the character of the site and adjacent uses.

ED4 Mixed Use Areas

1. The Mixed Use Areas listed below are suitable for the following types of development: office and light industry, health and educational uses, civic and community facilities, and other uses that complement the character of the area.

1. Bootle Central Area
2. Land at Crosby Road North, Waterloo
3. Land at Copy Lane, Netherton
4. Land to the West of Ormskirk Road, Aintree
5. Switch Island, Aintree
6. Land at Hawthorne Road / Church Road, Bootle

2. Residential development will be permitted where an acceptable residential environment can be achieved, consistent with other Plan policies. This should have regard to any adjacent non-residential uses.

Policy Links

- ED6 Regeneration

Explanation

- 7.30 The Bootle Central Area is dominated by high rise 1960's and 1970's office buildings. Demand for office uses in this area is likely to reduce over the Plan period and a new role will need to be established for this area, consistent with Policy ED6 'Regeneration Areas'.
- 7.31 The Waterloo Mixed Use Area is an area which has developed along Crosby Road North, close to the District Centre. Whereas offices dominate in the north and south, the central area has a much more varied character, containing civic, cultural and health uses, as well as a number of residential institutions.
- 7.32 The Copy Lane Mixed Use Area contains a police station, hotel and a sports and rehabilitation centre. It is not envisaged that the makeup of this area will change significantly during the Plan period.
- 7.33 The area of land located between Ormskirk Rd and the Liverpool / Ormskirk railway at Aintree contains a variety of uses. It is not anticipated that the current mixture of land uses will significantly change during the Plan period.
- 7.34 Both of the Switch Island and Hawthorne Road / Church Road Mixed Use Areas are dominated by large superstores. The potential for further development is therefore limited.

TOURISM IN SEFTON

- 7.35 Tourism is an important element of the economy of Southport and Sefton as a whole. Many people are employed directly in tourism-related jobs, and tourism generates demand for new and additional services that lead to the creation and growth of businesses. Southport is the main focus of tourism in Sefton. Over the last decade, more than £200 million has been invested in the infrastructure of Southport's visitor economy, which supports over 4000 full time equivalent jobs.
- 7.36 Aintree Racecourse (the home of the 'Grand National') Crosby Coastal Park and the Antony Gormley 'Another Place' iron men statues and the Formby coast are also important. The Leeds and Liverpool Canal and strategic paths such as the Trans Pennine Trail and Sefton Coast Path have a tourism as well as more local leisure role.
- 7.37 The aims for tourism in Sefton are set within the context of the 'Liverpool City Region Visitor Economy Strategy to 2020' and the 'Southport Visitor Economy Strategy', and are corporate priorities for Sefton.

Agenda Item 8

They recognise and try to enhance existing strengths of tourism in Southport, as part of economic growth and regeneration for Sefton and the City Region.

- 7.38 These strategies are set within the context of the need to limit visitor pressure on the Sefton Coast to make sure that there are no adverse effects on the integrity of its internationally important nature sites.

ED5 Tourism

Tourism development will be supported in the following locations, subject to there being no adverse effects on the integrity of sites of international nature conservation importance and to other Local Plan policies :

- Southport Seafront and Southport Central Area
- Crosby Coastal Park
- Aintree Racecourse
- Adjacent to the Leeds and Liverpool Canal.

Policy links:

- ED7 Southport Central Area
- ED8 Southport Seafront
- NH2 Protected and enhancement of nature sites, priority habitats and species
- NH4 The Sefton Coast and development

National /regional context

- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities & 'LCR Visitor Economy Strategy to 2020'

Explanation

- 7.39 The areas listed in the policy are amongst the most important areas for tourism in Sefton. Southport Seafront and Southport Central Area are shown on the Policy Map. Policies ED6 'Regeneration Areas', ED7 'Southport Central Area' and ED8 'Southport Seafront' provide a more detailed overview of the policy approach to these areas. Crosby Coastal Park covers the coastal area of public open space from Hightown to the boundary with the Liverpool Freeport at Waterloo and Seaforth. Its attractions include 'Another Place', Crosby Marine Lane, Crosby Watersports Activity Centre, the extensive play area south of South Road and formal gardens within Waterloo Conservation Area. Aintree Racecourse includes the main stands and facilities and other leisure and tourism facilities on the Ormskirk Road frontage; and the racecourse which lies mostly within the Green Belt. The Leeds and Liverpool Canal passes through or adjacent to the built up area in Bootle, Litherland, Netherton, Aintree, Melling, Maghull and Lydiate, although part of the canal is in the Green Belt.

REGENERATION AREAS IN SEFTON

- 7.40 This policy identifies the priority regeneration areas and sites in Sefton. The policy is in three parts: regeneration in Bootle, the regeneration of town / retail centres, and regeneration of the Dunning's Bridge Road Corridor, Netherton
- 7.41 In Bootle, significant progress has been made over the last 10 years in redeveloping derelict former industrial land and obsolete housing stock. However, a number of problematic sites remain that would benefit from redevelopment. In addition, Bootle Central Area (incorporating the Strand Shopping Centre and the Office Quarter) is dominated by 1960s buildings, is in need of new investment so as to respond to both new requirements and changing demand for business space.

- 7.42 Four centres in Sefton are identified as priorities for regeneration – Southport, Crosby, Maghull, and Seaforth. The four centres each experience different issues, and all require particular attention. Both Southport and Crosby Centres are subject to separate more detailed policies later in this chapter (Policies ED7-ED9).
- 7.43 The Dunnings Bridge Road Corridor is a concentration of industrial estates and large development sites that are ideally located for major new investment and employment generation. These sites are also located within an area of high unemployment, and therefore have the potential to provide significant local job opportunities. Within the Dunnings Bridge Road Corridor are three major development sites that are identified as ‘Strategic Employment Locations’ in policy MN2.
- 7.44 All the regeneration areas identified in this policy contain vacant and under-used ‘brownfield land’. The re-use and redevelopment of this land for modern high-quality development is central to the regeneration of these areas, and is a priority for the Local Plan.

ED6 Regeneration Areas

The following areas are identified as priorities for regeneration in Sefton.

1. Regeneration in Bootle

The Council is committed to the regeneration of Bootle, including both the redevelopment of derelict and vacant land and buildings throughout Bootle, and the regeneration of the Bootle Central Area.

(a) Bootle Central Area

The regeneration objectives for Bootle Central Area include:

- a) The refurbishment, re-use or redevelopment of vacant office blocks and other vacant /under-used land for appropriate new uses, consistent with Policy ED4 ‘Mixed Use Areas’.
- b) The refurbishment and re-use of Listed and historic buildings in and around Bootle Town Hall
- c) The focussing of new retail development within Bootle Town Centre (as defined on the policy map)
- d) The development of new restaurants, leisure, hotels, and other appropriate uses within the Central Area, subject to policy ED2 ‘Development in Town Centres, District Centres and Local Centres and Local Shopping Parades’.
- e) The expansion of Hugh Baird College and its campus
- f) The development of new buildings of an appropriate scale and mass on the Stanley Road frontage.

(b) Regeneration Opportunity Sites

The following sites (as shown on the Policy Map) are allocated as Regeneration Opportunity Sites:

(i) 501 – 509 Hawthorne Road, Bootle – 5.2 ha

This site is suitable for housing development. Partial development for other uses will be permitted where this does not prevent the development of the remainder of the site for housing, and where the proposed uses are compatible with a residential environment.

(ii) Former Gasworks Site, Marsh Lane, Bootle – 6.3 ha

The redevelopment of this site for appropriate uses will be permitted where it can be demonstrated that:

- a) the proposed use is compatible with a residential area;
- b) the proposed use is compatible with the Council’s regeneration objectives for the area; and
- c) any partial redevelopment would not make it more difficult to develop the remainder of the site.

2. Regeneration of Centres

Agenda Item 8

The regeneration of town centres is a priority for Sefton. Development within the following centres, as shown on the Policy Map, should make a positive contribution to the regeneration of the centre:

(a) Central Southport

The regeneration of the Southport Central Area and Seafront as set out in Policies ED7 and ED8, including the redevelopment of the Marine Park site.

(b) Crosby Centre

The regeneration of Crosby Centre as set out in Policy ED9.

(c) Maghull Centre

The regeneration of Maghull Centre to provide modern, high quality, town centre floor space, consistent with Policy ED2 'Development in Town, District and Local Centres and Local Shopping Parades'.

(d) Seaforth Centre

Proposals within the defined Seaforth Centre that support the following regeneration objectives will be acceptable in principle:

- a) the consolidation of the existing shopping area,
- b) the introduction of complementary uses supporting the retail function,
- c) the redevelopment and positive re-use of vacant and / or derelict land and buildings

3. Regeneration of the Dunnings Bridge Road Corridor, Netherton

The Dunnings Bridge Road Corridor will be the focus for major new employment generation and investment in South Sefton. The regeneration objectives for this area are:

- a) The development of the 3 Strategic Employment Sites within the Corridor (Policy MN2).
- b) The redevelopment of the Heysham Road Industrial Estate to provide modern employment premises and environmental enhancements.
- c) The development of land to support the expanded Port

Policy links

- ED9 Crosby Centre
- ED7 Southport Central Area
- ED8 Southport Seafront
- ED2 Development in town, district and local centres and shopping parades
- ED4 Mixed Use Areas

National /regional context

- North Liverpool and South Sefton Strategic Regeneration Framework
- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities & 'LCR Visitor Economy Strategy to 2020'

Explanation

7.45 This policy identifies the Council's priority regeneration areas and sites over the course of the Plan. Development that contributes to the Council's regeneration initiatives will be supported. The Council is currently preparing Investment Strategies for the Bootle Central Area, Crosby Centre, and the Dunnings Bridge Road Corridor to provide further detail and guidance on development opportunities and the Council's vision for these priority areas.

7.46 As well as the regeneration areas identified in this policy, the Council will also support development that contributes to regeneration and sustainable economic growth in other areas of the Borough. In

addition, Sefton's historic environment can be a valuable catalyst for regeneration and in creating a sense of place in regeneration developments.

REGENERATION IN BOOTLE

- 7.47 Bootle contains the highest concentrations of deprivation in Sefton, and has long been the focus for physical regeneration in the Borough. This part of the policy aims to support the ongoing regeneration of Bootle, including securing new investment and improving the quality of the built environment.
- 7.48 The Bootle Central Area includes, the Bootle Office Quarter, Hugh Baird College, and other adjacent land and buildings. It is envisaged that Bootle Town Centre (including the Strand) will remain the focus for retail development, consistent with policy ED2 'Development in town, district and local centres and local shopping parades'. The traditional Office Quarter was constructed mostly in the 1960s and has largely functioned as a public sector office complex ever since. Some of the office blocks are now dated, and the demand from public sector occupiers has contracted. In this context, some office blocks may need to be converted to or redeveloped for other uses, as outlined in policy ED4 'Mixed Use Areas'. In addition, there are several vacant sites that could be developed for modern premises. The potential expansion of Hugh Baird College into this area would be supported in principle.
- 7.49 An Investment Strategy is being developed that incorporates the Bootle Central Area and the retail core including the Strand. The Investment Strategy provides a vision and direction for Bootle during the course of the Local Plan and to serve a variety of purposes and audiences e.g. investors, businesses, residents, students and the wider Sefton Community.
- 7.50 Outside of the Bootle Central Area, there are a number of large brownfield sites, some of which were allocated for development as part of the former Housing Market Renewal initiative. The identified Regeneration Opportunity Sites are listed in section 1(b) of the policy. They are large, mostly vacant or derelict sites that would benefit from positive redevelopment. These sites are known to suffer from varying degrees of contamination, and their redevelopment would be likely to require public subsidy.
- 7.51 501-509 Hawthorne Road forms the remaining part of the 'Hawthorne Road canal corridor' which has now been largely redeveloped for housing as part of a successful Housing Market Renewal project. It is currently occupied by a mixture of employment uses and derelict land. It is suitable for housing development in principle.
- 7.53 The Gasworks Site at Litherland Road site is known to be heavily contaminated. Given the significant constraints affecting this site, the policy is intended to be flexible and encourage the redevelopment of the site.

REGENERATION OF CENTRES

- 7.54 Central Southport contains the largest retail centre in Sefton and also has an important tourism role. It contains a number of tourist attractions, as well as an attractive historic and coastal environment. The regeneration of both the Central Area and Seafront are priorities for the Council in order to promote Southport as both the main retail and tourist centre in the Borough and as England's 'Classic Resort'. Local Plan policies ED7 'Southport Central Area' and ED8 'Southport Seafront' provide detailed guidance on development within these areas, including for the redevelopment of the 16.2 ha Marine Drive site within the Seafront area. The Tourism policy (ED5) sets out the strategic context for tourism in Sefton.
- 7.55 Crosby Centre is in significant need of new investment. At present, the centre is in poor condition and does not reflect the prosperity of the wider Crosby area. The regeneration of the centre is a priority for the Council, and is subject to a separate Policy (ED9 Crosby Centre). The Council has significant land holdings in Crosby Centre and will use this to facilitate the redevelopment of key sites and encourage new investment.

Agenda Item 8

- 7.56 Maghull Centre is dominated by 1960s and 1970s development. Areas of the centre would benefit from refurbishment or redevelopment in order to provide modern high quality town centre floorspace. There are a number of sites within the centre in single ownerships including Maghull Central Square and the former Maghull Library and Stafford Moreton Youth Centre. Proposals to refurbish or redevelop land within the centre to provide high quality modern floorspace, consistent with policy ED2, will be supported in principle.
- 7.57 Central Seaforth has experienced high vacancy levels. There are also areas of vacant / derelict land on the periphery of the shopping area. In 2012 the Sefton District Centres, Local Centres and Shopping Parades Study found that “Seaforth is extremely vulnerable, as evidenced by the lack of retail and service provision, the high vacancy rates, the poor environmental quality and the low pedestrian footfall rates”. New uses that help to reduce vacancy rates whilst complementing and consolidating the shopping area will be acceptable in principle. The redevelopment of vacant/derelict land and buildings for appropriate uses will also be encouraged.

REGENERATION OF THE DUNNINGS BRIDGE ROAD CORRIDOR, NETHERTON

- 7.58 The Dunnings Bridge Road Corridor incorporates the Heysham Road Industrial Estate, the Bridle Road Industrial Estate and the industrial premises on the north-western side of Dunningsbridge Road. These sites are listed in policy MN2 and are shown on the Policy Map. Collectively, this area represents the biggest opportunity to provide large-scale and high quality modern employment development in an area of high unemployment. An Investment Strategy is currently being prepared to provide further guidance on the future for this area.

CENTRAL SOUTHPORT

- 7.59 Central Southport incorporates the Seafront, the main retail and cultural area, Southport College, and adjacent areas. The area is both the main retail centre in Sefton, and a regional tourism centre.
- 7.60 Central Southport also contains an impressive historic environment and important parks and open spaces along the seafront. The Seafront area is in proximity to the Sefton Coast, which is of international nature conservation importance.
- 7.61 Central Southport is covered by two separate Local Plan policies. The Southport Central Area policy (ED7) addresses the parts of the centre south east of the Promenade. The area to the north west of the Promenade is dealt with by the Southport Seafront policy (policy ED8). The Tourism in Sefton policy (ED5) provides a strategic approach to tourism in Southport.

ED7 Southport Central Area

1. Within the Southport Central Area development proposals should be consistent with, and make a positive contribution to, the economic function of the area and the quality of the environment.
2. Development proposals for new hotels and guest houses are acceptable in principle.
3. Development proposals for arts and cultural uses, and visitor attractions are acceptable in principle
4. New education development, including the expansion of Southport College, is acceptable in principle
5. Development within the Central Area must:
 - a) Have no unacceptable impact on existing living conditions; and
 - b) Cause no unacceptable harm to the appearance of street frontages, and to the vitality and viability of the town centre in general.
6. On the Lord Street frontages, new development is expected to promote active frontages that support vitality and viability. Amusement arcades and centres will not be permitted on the north west Lord Street frontage between 91 and 581 Lord Street.

7. The use of upper floors for a range of uses comparable with the retail and commercial character of the area will be encouraged. The use of upper floors for residential development will be permitted where they provide acceptable living conditions.

Policy Links

- ED2 Development in town, district and local centres and shopping parades
- ED8 Southport Seafront
- ED6 Regeneration
- ED5 Tourism

National /regional context

- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities & 'LCR Visitor Economy Strategy to 2020'

Explanation

- 7.62 The Southport Central Area incorporates Southport Town Centre, adjacent land between Lord Street and Promenade, and land around Southport College.
- 7.63 Although Central Southport is the largest shopping centre in Sefton, the Central Area has a far wider function. It contains civic, cultural, entertainment, offices, leisure, and higher educational uses which are major employers and form an integral part of the town centre. The Central Area is also an important focus for tourism and this is recognised as central to Southport's long-term prosperity. The Council will encourage the development of new attractions, hotels, and other facilities which will help draw tourists to Southport.
- 7.64 Lord Street is one of Southport's key assets, and is central to the 'classic resort' concept, as recognised in the 'Liverpool City Region Visitor Economy Strategy to 2020'. It is entirely within the Lord Street Conservation area and contains many Listed Buildings, which provide high quality and independent retail space. It is therefore important to discourage uses that would present a 'dead frontage' during the day and undermine the vitality of Lord Street. Amusement arcades and centres would also harm the character of the Conservation Area and interrupt the primary retail area (see table ED2.1 above). Whilst these uses may be acceptable in many parts of the Central Area, they will not be permitted on the north west Lord Street frontage between 91 and 581 Lord Street.

ED8 Southport Seafront

1. Proposals within the Southport Seafront area for the following uses will be acceptable in principle, subject to other Local Plan policies:

- a) Leisure facilities;
- b) Hotels;
- c) Facilities for conferences, events and exhibitions; and
- d) New or improved visitor attractions.

2. Development that would be detrimental to the character of the Seafront or its function as a regionally important centre for tourism, or harm the integrity of adjacent internationally important nature sites, will not be permitted.

Marine Park site, Marine Drive

3. The Marine Park site (16.4 ha) is allocated for major visitor-based development [shown on the Policy Map]. Redevelopment of this site must support Southport's visitor economy and:

- a) Reflect the regional leisure and tourism role of Southport; and

Agenda Item 8

- b) Ensure that any associated non-tourism development is consistent with the strategy for the site as a whole and is complementary to the key tourism role of the site; and
- c) Be of high design quality, incorporating attractive frontages to both Marine Drive and Esplanade and high quality landscaping; and
- d) Link with and complement King's and South Marine Gardens, enhancing the existing pedestrian route through the site to link with the town centre, and improving views across from the Promenade.

4. Any proposal to partially develop the site should be prepared in the context of a development strategy for the whole site, and must not prejudice the ability to provide a comprehensive redevelopment as envisaged in this policy.

Policy links:

- ED6 Regeneration
- ED5 Tourism
- NH2 Protection and enhancement of nature sites, priority habitats and species

National /regional context

- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities & LCR Visitor Economy Strategy to 2020

Explanation

- 7.65 The Seafront is of strategic importance to the visitor economy of Southport, Sefton and the Liverpool City Region. It contains some of Southport's main tourist attractions and facilities, and new development in this area should strengthen this role. Leisure, hotel, conference and exhibition developments, and new visitor attractions are acceptable in this area, subject to other Local Plan policies.
- 7.66 The visitor economy is one of the four key economic priorities recognised by the Local Enterprise Partnership for Liverpool City Region in its *Business Plan* and the *LCR Visitor Economy Strategy to 2020*. The key aims of this Strategy include strengthening the appeal of the 'Classic Resort' of Southport, increasing the numbers of visitors, supporting Southport's night-time economy, and promoting Southport as a venue for conferences.
- 7.67 The Visitor Economy Strategy also supports the development of a major new tourist attraction at Marine Park, as set out in section 3 of this policy. This site represents a significant opportunity to provide high quality development of a scale that enhances Southport's role as a regionally important centre for tourism, and to act as a catalyst for further tourism investment in Southport. In particular, this site offers the potential to create a development that increases the number and type of visitors to Southport, and encourages more families to visit the town. Development of this site will be expected to meet each of the criteria set out in the policy to ensure that the highest quality of development is achieved on this prominent site.
- 7.68 The Seafront area also contains important heritage and environmental assets that will be protected from inappropriate development. Much of the Seafront is within the Promenade Conservation Area, and contains a number of listed buildings and registered Parks and Gardens of Special Historic Interest. In addition, development within Southport Seafront should not cause unacceptable harm to the integrity of internationally important nature sites on the Sefton Coast or beyond.

CROSBY CENTRE

- 7.69 The regeneration of Crosby Centre is a Council priority. In recent years the Centre has suffered from under-investment and development projects which have not been implemented. The Centre is poorly

laid out and faces in on itself, with unattractive car parking and servicing areas facing outwards. Busy main roads also sever the Centre from adjacent residential areas. This policy aims to support the Crosby Investment Strategy in promoting the regeneration of the centre. This will include supporting high quality new development on key sites within the Centre, making it more accessible, and enhancing the Centre's overall appearance.

ED9 Crosby Centre

1. Within Crosby Centre proposals should be consistent with, and make a positive contribution to, the regeneration of the centre.
2. New retail and other town centre developments of an appropriate scale will be supported in order to improve the vitality and viability of the centre.
3. Proposals that would prejudice the comprehensive development of key sites within the Centre will not be permitted.

Design and Townscape

4. Development within the Centre should be of high quality design, particularly on the key routes and gateways of Liverpool Road, Coronation Road, Islington, Cooks Road, The Bypass and Moor Lane.
5. Development should contribute towards a high quality public realm, to ensure that the centre benefits from attractive outdoor areas.
6. Development should facilitate and improve pedestrian connections to Moor Lane to support its role as the focal point for the Centre.
7. Development proposals should have active ground floor uses facing key routes, gateways and public spaces. Development on key routes should be at least two storeys in height. The use of upper floors for appropriate uses will be encouraged.

Accessibility

8. The improvement of traffic flows and accessibility within and beyond the centre will be supported. Improvements to facilitate pedestrian, cycling, and vehicular access within and beyond the Centre will be required as part of development proposals.

Policy links:

- ED6 Regeneration Areas
- ED2 Development in town, district and local centres and shopping parades

Explanation

- 7.70 A comprehensive and co-ordinated approach will be pursued to the planning, regeneration and development of Crosby Centre. The Council is preparing an Investment Strategy for Crosby Centre that will provide further guidance on the identification of key sites and on the overall vision for the Centre. A Supplementary Planning Document (SPD) will also be prepared to support the regeneration of Crosby Centre. Where proposals would prejudice the comprehensive development of key sites, planning permission will be refused.
- 7.71 New development within the Centre should be of high quality design, consistent with the requirements of this policy, and policy EQ2 Design.

Agenda Item 8

- 7.72 At present, the Centre is poorly connected to the surrounding residential neighbourhoods. Development proposals offer opportunities to include improvements to access for pedestrians, cyclists and vehicles, both within and beyond the centre.

CHAPTER EIGHT HOUSING AND COMMUNITIES

- 8.1 In addition to meeting Sefton's total need for housing (in the Meeting Needs' chapter), the Local Plan seeks to address shortages of specific types of housing, and to provide high quality new housing. The 2014 Sefton Strategic [Health] Needs Assessment (SSNA) emphasises that the quality of people's living environment has a profound effect on their health and wellbeing. The SSNA recognises housing decency (housing quality) and affordability as one of the ten key wider determinants of health in Sefton. It considers tackling problems of poor housing and provision of quality affordable housing to protect the health, safety and welfare of the occupants as a key environmental health and corporate priority.
- 8.2 Successive Strategic Housing Market Assessments (SHMAs) have found a significant need for affordable housing in the Borough. This need is most pressing in Southport, but is also significant in Formby, Maghull / Aintree, and Crosby. Policy HC1 requires developments of 15 or more dwellings to provide 30% affordable housing across most of the Borough. This will play a significant role in meeting local affordable housing need alongside Homes and Community Agency (HCA) / Housing Association funded schemes and the anticipated increased provision of private rented housing as anticipated in the 2014 Strategic Housing Market Assessment (SHMA). In this respect, the housing allocations identified in Policy MN2 offer a significant opportunity to provide new affordable housing, often focused in the areas of highest need.
- 8.3 Policy HC2 'Housing Type, Choice and Mix' also set out requirements for the type of housing that should be provided on development sites in Sefton. This policy, which is based on the findings of the 2014 SHMA, seeks to support the provision of a range of older persons' housing and of general needs housing of the right size to meet local needs. The need for older persons housing will be of particular relevance in the years ahead. The 2011 Census found that 20.8% of Sefton's residents were aged 65 or over, which was the 5th highest proportion of any north-west authority. Recent Government Population Projections indicate that this will rise to 28.8% of Sefton's residents by 2030.
- 8.4 Policy HC5 'Planning for Gypsies and Travellers' seeks to meet the needs of the travelling community by providing sufficient pitches in the Borough. These include for both permanent and transit pitches.
- 8.5 Policy HC6 'Assets of Community Value' sets out how the Council will deal with what applications for buildings and land that have been designated as Assets of Community Value through the Community Right to Bid local listing.
- 8.6 Policy HC7 'Education and care institution sites in the urban area' is also relevant to older persons' housing needs and to other special needs. Care institutions include those providing for specific health or care needs such as the Parkhaven Trust in Maghull [which provides cares for those with dementia amongst others], the Nugent Care Society at Clarence House in Formby, and Nazareth House in Crosby. Policy HC7 makes clear the type and scale of development which will be acceptable in principle on school and college sites and sites of care institutions in the urban area. The intention is to balance the opportunity to allow some development with making sure features of the sites which are valuable to the wider community are preserved.
- 8.7 This chapter also sets out requirements for development in Policy HC3 'Primarily Residential Areas' and House Extensions, Alterations and Policy HC4 'Conversions to Houses in Multiple Occupation and Flats'.

AFFORDABLE AND SPECIAL NEEDS HOUSING

- 8.8 The Government is committed to boosting housing supply and delivering a wide choice of homes to meet market, affordable and special needs housing and create mixed communities. This Local Plan responds to that agenda by planning to deliver 11,070 homes over the plan period. Whilst the largest contribution to provision will be made by market housing, it will also be important to meet the needs of people requiring affordable, older persons' or special needs' housing where these needs are identified.

Agenda Item 8

- 8.9 Affordable housing comprises social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the housing market. Social rented housing is owned by local authorities and private registered providers for which guideline target rents are determined through national rent regimes. Affordable rented housing is let by local authorities or private registered providers of social rented housing to households who are eligible for social rented housing and is set at a rent of no more than 80% of local market rent (including service charges where applicable). In Sefton to ensure that local people are able to afford social rented housing, affordable rents must be set below Local Housing Allowance caps. Intermediate housing is housing for sale and rent at a cost above social rent but below market rent, including shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent.

HC1 Affordable and Special Needs Housing

All of Sefton outside Bootle and Netherton

- 1. For new developments of 15 dwellings or more (or for residential and other conversions involving 15 or more additional dwellings net) 30% of the total scheme (measured by bedspaces) will be provided as affordable housing.**
- 2. 80% of the affordable housing should be provided as social rented/affordable rented and the remaining 20% provided as intermediate housing.**

Bootle and Netherton

- 3. Affordable housing will be required as part of proposals for new developments of 15 dwellings or more (or for residential and other conversions involving 15 or more additional dwellings net) on the basis of 15% of the total scheme (measured by bedspaces).**
- 4. Affordable housing should be 50% social/affordable rented and 50% intermediate housing**

All Areas

- 5. Special needs housing can be substituted for up to 50% of the site affordable housing contribution on a bedspace for bedspace basis. The residual affordable housing requirement should meet the relevant tenure requirement.**
- 6. Where extra care or sheltered housing is proposed to be substituted for affordable housing, 80% of this should be provided as social rented/affordable rented and the remaining 20% provided as intermediate housing for all parts of the Borough apart from Bootle and Netherton, where it should be provided as 50% social/affordable rented housing and 50% intermediate housing.**
- 7. Affordable and/or special needs dwellings shall be:**
 - a) 'tenure blind' i.e. there shall be no external visual difference between the affordable/special needs housing and market housing, and**
 - b) 'pepper-potted' i.e. there shall be a reasonable dispersal of affordable housing or special needs units within residential developments (i.e. groupings of no more than six units) to promote mixed communities and minimise social exclusion. The only exception to this will be where it can be demonstrated that the special needs housing has to be grouped together for functional or management purposes.**
- 8. Affordable and/or special needs housing will be provided in accordance with this policy unless a robust assessment of a scheme's economic viability confirms that this cannot be achieved.**

Key Policy Links:

- HC2 Housing Type, Mix, and Choice

Explanation

- 8.10 A Strategic Housing Market Assessment (SHMA) was published in 2014. This identified that Sefton had a total affordable housing required of approximately 7,815 homes over the period 2012-2030 which is equivalent to about 434 affordable homes a year. The need for affordable homes was more prevalent in different areas within Sefton. The table below sets out the estimated annual need for new affordable housing in each of Sefton's key settlements.

Table 8.1 Affordable Housing Need in Sefton

| | Net affordable annual housing need | Net need per 1,000 households |
|-----------------|------------------------------------|-------------------------------|
| Southport | 203 | 5.06 |
| Formby | 64 | 6.31 |
| Maghull/Aintree | 118 | 7.58 |
| Crosby | 91 | 4.28 |
| Bootle | -32 | -1.98 |
| Netherton | -9 | -0.57 |
| Total | 434 | 3.65 |

Source: Census/CoRe/Projection Modelling and Affordability analysis

- 8.11 The analysis shows a need for additional affordable housing in most areas of the Borough with Southport showing the highest numeric need (203 units per annum) with the highest need by proportion of existing households in Maghull/Aintree (7.58 per thousand households), Formby (6.31 per thousand households) and Southport (5.06 per thousand households). This supports Policy MN3 which identifies the largest housing allocations in the Southport, Formby and Maghull areas.
- 8.12 Both Bootle and Netherton show small surpluses of affordable housing, which is consistent with the relatively large stock of affordable housing along with some of the cheapest housing costs in the Borough. Nonetheless the 2014 SHMA suggests that a target for 15% affordable housing in Bootle and Netherton should be considered to (i) improve the mismatch between the size of social rented accommodation required (particularly 1 and 2 bedroomed dwellings) and anticipated supply and (ii) to provide opportunities for younger (lower income) households to access owner-occupied housing.
- 8.12A The affordable housing requirement is measured by bedspaces. The number of bedspaces in a dwelling is dependent on the number of single and double bedrooms it has. A single bedroom is one bedspace and a double bedroom is two bedspaces. Therefore, for example, a dwelling with two single bedrooms comprises two bedspaces (i.e. $1+1=2$), a dwelling with a double bedroom and two single bedrooms comprises four bedspaces (i.e. $2+1+1=4$) and a dwelling with two double bedrooms and two single bedrooms comprises six bedspaces (i.e. $2+2+1+1=6$).
- 8.13 Special needs housing is intended for people with a physical disability, frail elderly people, young vulnerable people, people with a learning disability, a mental health problem or severe sensory disability. It does not include the provision of care homes or housing for elderly people. This is covered in Policy HC2, Housing Type Mix and Choice. However, if special needs housing is provided specifically for older people this can help contribute to the requirements of Policy HC2. These may include other special needs which are identified over time. However, special needs housing will only be acceptable as an alternative to affordable housing where (i) it provides self-contained accommodation; and (ii) it meets a demonstrable local need; and (iii) it provides an element of personal care/support to residents in their homes.
- 8.13A Where special needs housing is accepted as an alternative to affordable housing, the bedspaces provided may offset or replace up to 50% of the affordable housing required. The balance of affordable housing required must be provided on the basis of a split between 80% social rented/affordable rented and 20% intermediate housing, by bedspaces in all parts of the Borough except Bootle and Netherton, where all affordable housing will be intermediate housing. Where extra care or sheltered housing is proposed to be substituted for affordable housing, 80% of this should be provided as social

Agenda Item 8

rented/affordable rented and the remaining 20% provided as intermediate housing for all parts of the Borough, except Bootle and Netherton, where it should be provided as 50% social/affordable rented and 50% as intermediate. Other forms of special needs housing can help meet Sefton's overall housing needs even if they cannot be a substitute for affordable homes.

- 8.14 Although the current policy stance is based upon the recently published 2014 SHMA, the Council is committed to reviewing the need for affordable and special needs housing regularly, recognising that such needs can change over time. This policy applies to affordable housing provided as part of mixed tenure housing and will be secured by legal agreement. It will not seek to restrict the provision of affordable housing, by registered providers and others, in excess of what this policy requires, in any part of Sefton where a need is identified.
- 8.15 The policy position is subject to economic viability. Where an applicant seeks to depart from the policy position based upon economic viability, the Council will require a full financial assessment to be submitted by the applicants. This will be appraised by independent economic viability consultants. The applicant will be required to meet the full cost of this work.
- 8.16 The affordable housing requirement applies differently in parts of Sefton. Parts 3 and 4 of the policy (applying to Bootle and Netherton) comprise the wards of Derby, Ford, Linacre, Litherland, Netherton & Orrell and St Oswald. This area is shown on the Policy Map. Parts 1 and 2 of this policy apply to all other parts of Sefton.
- 8.18 All affordable or special needs housing will be secured through legal agreement.
- 8.19 A Supplementary Planning Document (SPD) will be prepared to provide more detailed guidance to aid the delivery of affordable and special needs housing. This will be subject to review dependent on any changes in the Borough's requirements for affordable and special housing needs.

HOUSING TYPE, MIX AND CHOICE

- 8.20 Sustainable, inclusive, and mixed communities benefit from a wide choice of housing to meet both current and future demographic requirements, market trends and the needs of different groups in the community. In Sefton this particularly includes providing for the needs of older people, encouraging working age families to live in the borough to restrict the decline in the labour force and providing smaller homes to help meet demand for such provision due to recent welfare reforms.
- 8.21 Compared with the North West Region and England as a whole, Sefton has a higher proportion of older persons. It is estimated that in 2011, 34.2% of the population in Sefton were aged 55 or over, compared with 28.7% in the North West and 28% for the whole of England. Within the borough there are some notable differences with the Bootle and Netherton area having a relatively young population and the rest of the borough being generally older, especially in Formby and Southport.
- 8.22 Trends suggest that Sefton will see a notable increase in the number of older people with the total number of people aged 55 and over expected to increase by 14% over just 10 years [2011 to 2021]. The number of people aged 85 or over is expected to increase by 40% in the same period. A consequence of an ageing population is that the number of people in Sefton living with long-term illnesses or disabilities is expected to increase significantly in the future. In particular there is projected to be a large rise in the number of people with dementia (up 51%) along with a 42% increase in the number with mobility problems over the period to 2030¹.
- 8.23 The Strategic Homes Market Assessment (SHMA) 2014 suggests that a key area of change in the housing market in Sefton over the plan period is likely to be the significant growth in the population of older people. Housing for older people is defined in this policy as for people aged 55 or over. In reality, people aged 55 might not be considered to be "old" but many housing developments specifically cater for this age group and these people will all become elderly (i.e. aged 65 or over) over the plan period. In

¹ Source: Data from POPPI & Demographic projections

particular, the 2014 SHMA notes that the number of people in Sefton aged 65 or over is expected to increase by about 21,100 (36%) from 2012 to 2030. It concludes that demographic change is likely to see a requirement for additional levels of care/support along with the provision of some specialist accommodation, both in the market and affordable housing sectors. Specifically it estimates that around of 15% of new housing provided over the plan period equivalent to about 1,674 dwellings (i.e. approximately 15% of new housing provision) should be extra care provision for older people. Furthermore, around 15% of this total need (i.e. 250 dwellings) is identified as being needed in the affordable sector (i.e. specifically as social/affordable rented housing).

- 8.24 The number of new homes to be provided is set out in Policy MN2 Housing and Employment Requirement. Alongside delivering the right quantity of new homes, it is equally important that the right type of housing is provided to meet the needs of Sefton's existing and future population, address imbalances in the existing housing stock and ensure the homes provided can adapt to changing demographics, particularly for an ageing population. Housing developers should therefore have regard to locally arising needs for dwellings of differing size and type. This policy should be read in conjunction with Policy HC1 Affordable Housing.

HC2 Housing Type, Mix and Choice

1. In developments of 15 or more dwellings, the mix of new properties provided must be as follows unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics:

- A minimum of 25% of market dwellings must be 1 or 2 bedroom properties
- A minimum of 40% of market dwellings must be 3 bedroom properties

These requirements do not apply to wholly apartment/flatted, extra care, and sheltered housing developments. Any new affordable dwellings are also exempt.

2. In addition, at least 20% of all new homes, in developments of 15 homes or more, should be designed to meet the Lifetime Homes Standards.

3. Where housing for older people is provided as part of a larger scheme, this should, where appropriate, be located within the scheme in the most accessible location for local services and facilities.

4. Proposals for residential care accommodation that would result in or exacerbate an existing oversupply will be refused.

Key Policy Links:

- HC1 Affordable and Special Needs Housing

Explanation:

8.25 The 2014 SHMA indicates that there is a continuing decrease in the size of households and an increase in the elderly population. The assessment also anticipates that demand is likely to be more focused towards suitable smaller properties. It acknowledges that the demand for these may be somewhat suppressed in the short-term because of current constraints on finance for first time buyers. However, this has to be balanced against the need to ensure a choice of homes to retain or attract families of working age to counteract a projected decrease in Sefton's labour market supply over the plan period.

8.26 Taking account of the above factors, the 2014 SHMA considers that the provision of market housing should be more explicitly focused on the delivery of family housing for younger households. On this basis, the 2014 SHMA recommended the following broad mix of **market housing** across the borough:

- 1-bed properties: 5% - 10%
- 2-bed properties: 30% to 35%
- 3-bed properties: 50% to 55%

Agenda Item 8

- 4-bed properties: 5% to 10%
- 8.27 In order to provide some flexibility to the above broad mix, the policy requires a minimum of 25% 1 and 2 bedroom properties, and a minimum of 40% 3 bedroom properties for new market dwellings. This is based on a 10% reduction to the minimum SHMA recommendation for these property sizes, in recognition that these minimum requirements will likely be exceeded by rounding up. It also provided some additional flexibility as patterns of demand change over time. These requirements do not apply to new affordable dwellings, or wholly apartment/flatted, extra care, and sheltered housing developments.
- 8.28 Whilst both of the above dwelling size splits are to be regarded as targets, departures from the proposed mixes may be acceptable where the local circumstances of the particular site, the viability of the development, or where robust information on local housing need/demand indicates an alternative dwellings mix would better meet local need/demand. To assist with this process, before a planning application is submitted [pre-application stage] a developer should consult the Council about the mix of homes required. Applications that seek to depart from these targets must be accompanied by a detailed justification.
- 8.29 Given that the number older people in Sefton will increase significantly over the plan period it is reasonable to expect that there will be an increasing demand for various forms of older persons' accommodation. However, it is not the case that all older people will require dedicated specialist homes or provision for their needs. The majority of the anticipated increased number of older people will prefer to stay in the same home that they have lived in for many years. In addition, many older people will not need, or necessarily seek, accommodation specifically for older people at any time in their lives. These factors will have the effect of significantly tempering the demand for older persons' accommodation. That noted, some older people, albeit not requiring specialist housing, may choose or need to move home as they age. The most frequent reasons are: to move to a smaller home in order to reduce the costs associated with a larger family home; to move to a more accessible location; to move closer to shops or services; to move to a house that is on one level or capable of a degree of adaptation for mobility or health reasons; or simply to move to be closer to family members. Where older people move for these reasons but don't require specialist housing, they will generally seek to remain in the tenure from which they are moving. This implies the need for a tenure mix of suitable housing to cater for different types of demand arising from older people.
- 8.30 In this context, the construction of 20% of new housing to Lifetime Homes² standards will help to provide more flexible accommodation. Lifetime Homes are ordinary homes designed to incorporate 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life. Lifetime Homes are designed to be both flexible and adaptable; they are not 'special', but are designed to create and encourage better living environments for everyone and help people who are coping with illness or dealing with reduced mobility in later life to remain in their homes.
- 8.31 Whilst the majority of older people will not require specialist accommodation, inevitably as the number and proportion of older residents increases, there will be an increase in need for this type of accommodation. This will be required across the tenure mix, i.e. both market and affordable, and for this reason and to encourage mixed communities, mixed tenure private and affordable special needs housing schemes will be positively encouraged in preference to single tenure schemes. Specialist older persons housing can be broadly split into three categories; sheltered accommodation, extra-care/assisted living accommodation and residential care accommodation. In Sefton, data from the Housing Learning and Improvement Network (Housing LIN) indicates that there is currently a significant oversupply of sheltered housing (particularly in the affordable sector) and also of Registered Care (Residential and Nursing Homes). Given this, a key element of older persons' provision is likely to

² <http://www.lifetimehomes.org.uk/>

be extra care housing. This matter is being considered further in the emerging Sefton Older Persons' Housing Strategy Research.

- 8.32 It is often the case that older people need to access a wider range of essential services and facilities that are accessible by public transport or walking. There may be instances that housing developments at the edge of an urban area may not be particularly accessible and therefore may not be suitable locations for all types of older person's housing. It will be up to the applicant to demonstrate the location of development is not suitable for particular types of older persons' housing. In doing so the applicant should refer to the Council's 'Ensuring Choice of Travel' Supplementary Planning Document (SPD).
- 8.33 A Supplementary Planning Document will be prepared to provide more detailed guidance to aid the provision of Older Persons Housing. This will, among other matters, be informed by the findings of the Sefton Older Persons' Housing Strategy Research.

RESIDENTIAL DEVELOPMENT AND DEVELOPMENT IN PRIMARILY RESIDENTIAL AREAS

- 8.34 Much of the land within Sefton's towns and villages is designated as Primarily Residential Area (PRA) within the Local Plan. The purpose of this policy is to ensure that development in PRAs protects the residential character and the living conditions of the residents in those areas. This policy also addresses issues that may arise with residential development outside of PRAs.

HC3 Residential development and development in Primarily Residential Areas

1. New residential development will be permitted in Primarily Residential Areas shown on the Policy Map where consistent with other Local Plan policies.
2. Non-residential development will be permitted in Primarily Residential Areas provided that it can be demonstrated that the proposal:
 - a) will not have an unacceptable impact on the living conditions of neighbouring properties; and
 - b) will otherwise not harm the character of the residential area; and
 - c) will not undermine objectives of the plan regarding housing delivery.
3. Residential development will be permitted in other areas except where:
 - a) the land is required for the purpose for which it is designated;
 - b) the development would conflict with the allocated land use; and
 - c) it would result in an unacceptable residential environment.
4. New residential development must achieve a minimum density of 30 dwellings per hectare, except where:
 - a) constraints within the site, or the provision of infrastructure within the site, make this impractical; or
 - b) a lower density can be justified having regard to the layout and character of the immediate surrounding area.

Explanation

N.B. There are no paragraphs 8.35 and 8.36.

- 8.37 The Primarily Residential Areas comprise the main housing areas in the borough. New residential development is acceptable in principle in these areas. A key consideration in assessing development proposals in the Primarily Residential Areas is the impact on the residential amenity of existing residents.
- 8.38 Some types of non-residential development are desirable in residential areas to ensure facilities are in easy reach of local people. For example, local shops, services and small-scale leisure and cultural facilities can improve sustainability in a community by reducing the need to use the car, and also help to

Agenda Item 8

create a sense of community (see Policy HC6 'Assets of Community Value'). However, inappropriate development can be harmful to both the appearance and amenity of residential areas. In general, developments that generate a significant amount of noise or traffic should be avoided in residential areas. It is also important that non-residential development does not compromise the ability to meet Sefton's objectively assessed housing needs, either through a direct loss of housing sites or housing capacity on sites, or through development that might make it difficult to meet housing needs in the future. (See Chapter 5 – Spatial Strategy).

- 8.39 Residential development that is not in a Primarily Residential Area will often be acceptable. However there are some instances where it can conflict with other land uses. This may either result in poor quality living conditions for future residents or may prevent other important forms of development taking place, for example, to provide employment opportunities. In these instances residential development will not be approved.
- 8.40 A minimum density for housing developments is needed (both in Primarily Residential Areas and for housing allocations), in order to make the most efficient use of urban sites and reduce the amount of land being removed from the Green Belt to meet future housing needs.

HOUSE EXTENSIONS AND ALTERATIONS

- 8.41 The facility to extend homes is important for homeowners because it allows properties to be altered to meet changing lifestyles, growing families and adapting to changing physical mobility. This purpose of this policy is to allow extensions and alterations to homes whilst being sensitive towards the physical character of the area and protecting the living standards of neighbouring properties. Householders have considerable rights to extend and alter homes without requiring formal planning permission, either through Permitted Development rights or the Prior Notification procedure. This policy only applies where planning permission is required.
- 8.42 This policy also covers conversions to Houses in Multiple Occupation (HMOs) and Flats whether from a dwelling house or another use. HMO and flats are an essential part of Sefton's housing stock for local residents. However poor quality developments can harm the character and amenity of neighbourhoods.

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

1. Extensions and alterations to dwelling houses will be approved where:
 - a. They are of a high quality of design that matches or complements the style of the dwelling and the surrounding area;
 - b. The size, scale and materials of development are in keeping with the original dwelling and the surrounding area;
 - c. The extensions and alterations are designed so that there shall be no significant reduction in the living conditions of the occupiers of neighbouring properties. In particular, extensions must not result in:
 - Loss of outlook, from the main windows of neighbouring habitable rooms
 - A significant loss of light/overshadowing for neighbours
 - An overbearing or over-dominant effect on the habitable rooms of neighbouring properties
 - A significant loss of privacy for neighbouring residents.
2. Development involving the conversion of buildings to Houses in Multiple Occupation or flats will be permitted where it will not cause significant harm to:
 - The character of the area or
 - The living conditions for either the occupiers of the property or for neighbouring properties.

Key Policy Links:

- EQ2 Design

Explanation

- 8.43 Section 1 of the policy will include outbuildings (within the curtilage of dwelling houses or flats), garden structures and decking, etc. Habitable rooms include bedrooms, kitchens, living rooms, conservatories and dining rooms.
- 8.44 All proposals for extensions, alterations and conversions will need to consider other relevant policies in the Local Plan, especially where the site is a heritage asset such as a Listed Building and/or in or adjacent to a Conservation Area or is in the Green Belt.
- 8.45 Further detailed guidance is set out in various Supplementary Planning Documents.
- 8.46 The character of an area can be changed by a large number of properties being converted to flats and Houses in Multiple Occupation in a small area. Physical alterations to a number of buildings and the increase in the number of people living in those buildings have the potential, cumulatively, to harm the character of the area. This would be of particular concern in a Conservation Area e.g. knocking down the front boundary wall of a property in a Conservation Area to allow cars to park within the site is not likely to be acceptable. In deciding whether proposals are likely to harm the character of the area, regard will be paid to the impact caused by:
- External staircases
 - The availability of off-street parking
 - The design of car parking areas, especially to the front of the building
 - Alterations to walls and fences
 - Bin stores
 - The impact on Sefton's heritage assets.
- 8.47 The increase in the intensity of use of several buildings in a street has the potential to cause a significant increase in comings and goings. This disturbance may lead to decline in living standards. It can also have an impact on non-residential uses, for example it may cause harm to some business uses.
- 8.48 The 2013 'Houses in Multiple Occupation and Flats' Supplementary Planning Document (SPD) provides more guidance on how this policy will be implemented.

PLANNING FOR GYPSIES AND TRAVELLERS

- 8.49 Gypsy and Travellers [referred to as travellers in this explanatory text] have their own traditions and culture. They have specific accommodation needs, often to support a nomadic lifestyle, and many live in caravans. Travellers are one of the most excluded groups in society. A lack of suitable pitches for travellers can result in unauthorised encampments which can cause distress and uncertainty to the travelling community, concern for other residents and cost to the Council, police and others.
- 8.50 The Council are required to identify sites (or 'pitches') where travellers can live. This means it must allocate enough pitches to meet the needs of travellers for a period of five years. This is based on a target derived from a recent study of local need. The Council must also identify either specific sites or broad locations where sites could be found looking six to ten years ahead and, where possible, 11-15 years ahead. There are different types of traveller sites, including those that provide long-term [permanent] accommodation and others that provide short-term, temporary accommodation [transit].
- 8.51 The study of the requirements for traveller accommodation is called the Merseyside and West Lancashire Gypsy and Traveller Accommodation Needs Assessment, completed in 2014. Sefton was a key contributor to this study together with Knowsley, Liverpool, St Helens, West Lancashire and Wirral Councils.

Agenda Item 8

HC5: Planning for Gypsies and Travellers

1. The following sites are allocated for Gypsy and Traveller pitches in order to meet the Borough's needs for Gypsy and Traveller accommodation:

| Site ref. | Site location | Size | Type of site | Maximum Number of pitches |
|-----------|--|-------|--------------|---------------------------|
| HC5.1 | Land north east of Red Rose Traveller Park, Broad Lane, Formby | 0.4ha | Permanent | 6-8 |
| HC5.2 | Land south west of Red Rose Traveller Park, Broad Lane, Formby | 0.2ha | Permanent | 2-3 |
| HC5.3 | Land at Plex Moss Lane, Ainsdale | 1.0ha | Permanent | 6-8 |
| HC5.4 | Land at New Causeway, Ince Blundell | 0.4ha | Transit | 4-6 |

These sites are identified on the policy map. These sites are suitable for Gypsy and Traveller pitches and other ancillary development required for Gypsy and Traveller accommodation. Development which is not compatible with Gypsy and Traveller accommodation will not be permitted on these sites.

2. Proposals for new sites for Gypsy and Traveller accommodation should meet the following criteria:

- The site should provide a safe environment for intended occupants
- The site should have good or adequate access to the primary road network
- The site should be within easy reach of a range of essential facilities and services, including health services, schools, and jobs
- The use should not cause significant harm to the amenity of neighbouring properties
- The site should, as far as possible, be in a location that meets the aspirations of the Gypsy and Traveller community
- The development of the site should not result in unacceptable harm to the local environment, including to the integrity of internationally important nature sites.

Policy links

- NH2 Protection and enhancement of nature sites, priority habitats and species

National /regional context

- [National] Planning policy for traveller sites (2012)
- Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment (2014)

Explanation

8.52 There are currently two traveller sites in Sefton, both providing permanent accommodation:

- A Council run site [Red Rose Park] located at Broad Lane, Formby, which was extended by four pitches in 2014, and now provides 20 permanent pitches,
- A private site at Broad Lane which has two pitches.

These are shown on the Policy Map.

8.53 Merseyside and West Lancashire Gypsy and Traveller Accommodation Needs Assessment [2014] identified the following need for additional traveller accommodation in Sefton:

| | |
|---------------------------------------|---|
| Permanent traveller pitches 2013-2018 | 4 |
| Permanent traveller pitches 2018-2023 | 6 |
| Permanent traveller pitches 2023-2028 | 4 |
| Permanent traveller pitches 2028-2033 | 1 |
| Transit pitches after 2013 | 4 |

- 8.54 The additional four pitches provided at Broad Lane in 2014 meet the requirement for permanent pitches in the period 2013-18. No need has been identified in Sefton for any other type of traveller accommodation, such as for travelling showpeople.
- 8.55 The Framework says that traveller accommodation is considered inappropriate development in the Green Belt. However paragraph 15 states that local planning authorities can make exceptional limited alteration to the defined Green Belt boundary “which might be to accommodate a site inset within the Green Belt” through the plan-making process. The Framework proposes that “if land is removed from the Green Belt in this way it should be specifically allocated as a traveller site only”.
- 8.56 A ‘call for sites’ exercise did not identify any suitable sites in the urban area for traveller accommodation and, as there is a shortage of land for all types of homes in the urban area, the Council has identified sites in the Green Belt for Traveller Sites. These are shown on the policy map. The number of pitches identified in the policy on each of the allocated traveller sites should be considered a maximum. The proposed traveller site at Plex Moss Lane, Ainsdale, is a larger site than is required for the number of pitches proposed. This is to provide scope to for a better designed, less intensive development that better blends into the surrounding landscape. The larger area will not be used to increase the number of pitches on this site than is allocated in the policy. Development proposals for sites HC5.3 and HC5.4 should be accompanied by a site specific Habitats Regulations Assessment and provide appropriate protection to the integrity of the Special Protection Areas/Ramsar sites bird populations.
- 8.57 Proposals for additional traveller sites not allocated in the Local Plan will be assessed in accordance with part two of the policy and with other policies in the Local Plan. Traveller sites are not always compatible with other uses, both in terms of impact on the traveller site or on the neighbouring use.

COMMUNITY FACILITIES

- 8.58 Many communities have buildings and land that are valuable to them. The Framework (para 70) promotes the positive provision of community facilities and wishes to guard against the loss of valued facilities and services. The Localism Act (2012) gives the local communities the right to identify the facilities that are important to them through the local listing associated with the Community Right to Bid process. Buildings, land or services included in the list are called “Assets of Community Value”. For the purpose of interpretation what constitutes a valued community facility for this policy, only buildings listed as an Assets of Community Value will be included. This policy sets out how applications for redevelopment of Assets of Community Value will be assessed.

HC6: Assets of Community Value

Where development will result in the loss, or partial loss of an Asset of Community Value, planning permission will be granted where the applicant has demonstrated that:

- Alternative provision will be made to meet community needs; or,
- An existing accessible facility will provide the facility or service that is being lost with the development; or
- There is sufficient existing provision to meet the community’s day-to-day needs.

Explanation

- 8.59 The Framework seeks to promote the active use of, and to guard against the loss of, valued cultural and community facilities and to plan positively for new facilities.
- 8.60 Community facilities often compete with other uses which command a higher value and are therefore subject to development pressures. This can put existing facilities under pressure and it is therefore necessary to have criteria to give weight in the planning process to the community value of the infrastructure. The value to the local community will be weighed against other objectives within the plan.

Agenda Item 8

- 8.61 This policy only applies to formally listed Assets of Community Value (ACV).
- 8.62 The assessment of accessibility to other facilities will vary depending on what type of facility has been listed and where it is located.
- 8.63 It is the responsibility of the applicant to demonstrate that they comply with this policy and this should be provided with a planning application. Where a developer is arguing that either alternative provision will be made or that another existing facility will be able to meet this need, then full details will be required on how this will be achieved. Legal agreements may be used to ensure that the relocation of community facilities does take place.
- 8.64 The Plan supports the provision of new community facilities through other policies including policy HC3 – Residential development and development in Primarily Residential Areas, policy ED2 ‘Development in Town Centres, District Centres, Local Centres and Local Shopping Parades and outside defined centres’ and policy MN3 ‘Strategic allocation - Land east of Maghull’.

EDUCATION AND CARE INSTITUTION SITES IN THE URBAN AREA

- 8.65 The purpose of this policy is to make clear the type and scale of development which will be acceptable in principle on school and college sites and sites with care institutions (such as hospitals) in the urban area. The intention is to balance the opportunity to allow some development with making sure features of the sites which are valuable to the wider community are preserved. These sites, which are shown on the Policy Map, comprise large-scale buildings set in extensive grounds. This policy does not apply to institutional uses which are in the Green Belt or are not set in large grounds. In the 2006 Unitary Development Plan these sites were designated as urban greenspaces; however, the government approach set out in the Framework means that an alternative policy approach to Sefton’s institutional sites is needed.

HC7 Education and care institutions in the urban area

Sites in active use as schools, colleges or care institutions

1. Development which is for the following uses is acceptable in principle:
 - a) Uses directly related to the existing use of the site or which sustain the viability of the existing use of the site; or
 - b) Community-based recreation or sports facilities ancillary to the existing use of the site; or
 - c) Environmental improvements which enhance the site’s environmental quality or green infrastructure benefits.
2. Development must retain key green infrastructure and the heritage characteristics of the site.

Sites formerly in use as schools, colleges or other institutions

3. Development for an alternative use which is compatible with the surrounding area is acceptable in principle.

Key policy links

- NH5 ‘Protection of public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public’

Explanation

- 8.66 The policy aims to allow appropriate development while protecting, and where possible enhancing, the key characteristics of sites currently used for education or care facilities. These are shown on the Policy Map. However, especially for sites no longer in active institutional use, it is recognised that there may be a loss of openness and associated visual amenity, as development is likely to involve building on previously open land. Policy ED2 ‘Design’ is therefore especially important to many of these sites.

Agenda Item 8

- 8.67 School and college sites in Sefton include schools maintained by the local authority, private schools, academies, foundation schools and 'free schools'. Care institutions include hospitals such as Southport Hospital and institutions which provide for specific health or care needs such as the Parkhaven Trust and Ashworth Hospital in Maghull, the Nugent Care Society at Clarence House in Formby, and Nazareth House in Crosby.
- 8.68 In Sefton many schools and their sites date from the post-war period and are generally undistinguished, with few notable characteristics in terms of sections 1c and 2 of the policy. Other, usually older, schools, and institutional sites may have green infrastructure or heritage importance, as well as their educational or health importance. For these reasons such sites may make an important contribution to the character and distinctiveness of their local area.
- 8.69 For institutional sites in active use, it is important to provide for appropriate, limited development. In recent years, care and health institutions especially have faced financial, regulatory, restructuring and other pressures. These include pressures to enhance and extend the type, range and standards of their facilities and also to meet changing local needs and demands. For example, Sefton's increasing number of elderly people has led to increased demand for particular types of care such as dementia care services and 'extra' care. The Strategic Housing Market Assessment (SHMA) 2014 indicates that these trends will continue, stating that *"Demographic change is likely to see a requirement for additional levels of care/support along with provision of some specialist accommodation in both the market and affordable sectors"*. There has also been pressure for health authorities to provide housing for 'key workers'. This policy aims to help such care and health institutions to flourish and diversify.
- 8.70 Land which forms playing fields or has been last used as playing fields must also meet the provisions of section 1 (b) of policy NH5 'Protection of public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public'. This aims to prevent the loss of public open space or other outdoor sports and recreation facilities available to the public, in line with national guidance. Notwithstanding this, there are other regulations which restrict development on playing fields generally, and school playing fields and former school playing fields in particular. Regulations also restrict development on playing fields or sites used previously as playing fields, especially those used in the last 5 years and on school playing fields and land used as school playing fields in the last 10 years.
- 8.71 In section 1(c) and section 2 a proportionate approach will be taken depending on the relevant green infrastructure, heritage characteristics and/or open views. In terms of section 3, uses compatible with surrounding land uses include alternative school, college or institutional uses.

Agenda Item 8

CHAPTER NINE INFRASTRUCTURE

- 9.1 Infrastructure is the term given to the range of physical, social and environmental services, facilities and structures that are needed for places and society to function. Infrastructure is crucial to Sefton's long-term economic growth and social well-being. It helps to create places where people want to live, work and are able to thrive.
- 9.2 Physical infrastructure includes roads, rail, sewers, homes and telecommunications. Social infrastructure includes schools, health facilities, shops and community facilities. Environmental infrastructure includes parks, open spaces, trees, canals and rivers, allotments and the coast.
- 9.3 The quality, location and capacity of our infrastructure can impact on growth and investment. While inadequate infrastructure can restrict growth, high-quality infrastructure can unlock development, boost private sector investment and improve Sefton's communities.
- 9.4 New development can place a strain on existing infrastructure. However, new development also has the potential not only to secure new infrastructure, but also to improve existing infrastructure and services and to support social infrastructure and services that may be in danger of closure.
- 9.5 Good infrastructure planning is essential to achieving a high quality of development. Working with partners, including both public and private infrastructure providers, local people and developers, is critical to ensuring that the right infrastructure is provided in the right location at the right time. The Local Plan is supported by an Infrastructure Delivery Plan which sets out the key infrastructure needed during the period of the plan. The Infrastructure Plan will also help set the priorities for how financial contributions will be spent, such as those gained through the Community Infrastructure Levy. This is an evolving document which will be regularly updated.

INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

- 9.6 Additional and improved infrastructure will be provided through the development process. This may be provided on site by the developer, and will be required by planning agreement or through the Community Infrastructure Levy.

IN1 Infrastructure and Developer Contributions

1. The Infrastructure Delivery Plan lists the essential infrastructure required for the implementation of the Local Plan strategy.
2. Social, environmental and physical infrastructure will be protected, enhanced and provided where there is an identified need to support sustainable communities.
3. Developer contributions may also be sought in appropriate locations to assist with regeneration objectives set out elsewhere in the plan.
4. Where appropriate, contributions will be sought to enhance and provide infrastructure to support new development. This may be secured as a planning obligation through a legal agreement, through the Community Infrastructure Levy (CIL) or through other agreements.
5. Where appropriate, the Council may require developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.
6. Planning conditions or phased legal agreements may be used to ensure essential infrastructure is provided within appropriate timescales.
7. The Council will work with a range of partners to make sure that infrastructure is provided in the right location when required.
8. The impact of providing or contributing to infrastructure on the viability of development proposals will be

considered.

Explanation

- 9.7 An Infrastructure Delivery Plan supports the Local Plan. This sets out the types of infrastructure that will be needed during the plan period, the priorities for infrastructural improvements, how much this will cost and the expected source of funding. It is envisaged that this delivery plan will be updated regularly. The infrastructure types that are likely to be required in Sefton to support the Local Plan strategy include, but are not restricted to:
- Transport improvements (see policy IN2 - Transport)
 - Additional school places
 - Water supply and sewers
 - Reduction of flood risk
 - Public open space and other green infrastructure (including trees)
 - Community facilities
 - Improvement of heritage assets
- 9.8 Section 106 agreements can only be used to secure improvements that relate directly to a site, which make the application acceptable in planning terms and which fairly and reasonably relate in scale and kind to the development. The Community Infrastructure Levy should be used to pool funds to secure infrastructure in the wider area. A Section 123 list will be maintained which will clearly set out what infrastructure the Council would like to be funded [or part funded] through the Community Infrastructure Levy.
- 9.9 A proportion of any contributions secured through the Community Infrastructure Levy will be spent on the priorities set by local neighbourhoods. Areas with a Neighbourhood Plan in place will set the priorities for 25% of any Community Infrastructure Levy; those without will help determine what 15% of Community Infrastructure Levy will be spent on. Areas with Town or Parish Councils will be given the proportion of Community Infrastructure Levy direct.
- 9.10 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 or improvements that assist in local economic or community development.
- 9.11 Where appropriate, planning conditions or phased legal agreements will be sought to enhance and provide infrastructure to support new developments prior to development being completed, including physical and environmental infrastructure such as water supply and treatment.
- 9.12 Development should only take place once any necessary new water treatment infrastructure (including retrofit schemes) is in place. This is not only to service the development but also to avoid an adverse effect on internationally important nature sites. The Environment Agency and United Utilities are responsible for deciding what water-treatment infrastructure may be required.
- 9.13 The policies and allocations in the Local Plan have been subject to a viability assessment. However, there may be instances when the contribution to infrastructure may make a development unviable. It is the responsibility of the developer to show that this is the case by carrying out a viability assessment.

TRANSPORT

- 9.14 Economic growth relies on an effective and efficient transport system to move goods and people from one place to another. Land use and transport must be planned together to give people genuine choice of travel and so reduce the number of journeys using private cars. New and improved transport infrastructure, and making the best use of existing infrastructure, is vital to achieving the Council's objectives of sustainable development and regeneration. This policy sets out the key priorities for transport and when Transport Assessments will be required with development. Policy EQ3 addresses

Agenda Item 8

wider accessibility issues including making development accessible to wide range of choices of transport and for people with restricted levels of mobility.

IN2 Transport

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

- Improved access to the Port of Liverpool by a range of transport types
- 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
- The provision of interchange facilities in Southport, Crosby and Maghull centres.
- Improved parking facilities in Bootle, Southport, Crosby and Maghull centres.
- Upgrading of the motorway access at Junction 1 on the M58
- Traffic management improvements to the A565 and A5036
- Improved access to Southport from the east [A570 corridor]
- Safeguarding the rail link between Bootle New Strand and Aintree rail station [i.e. the Aintree Curve].

2. The Council's general priorities for the transport network include:

- Protecting the freight distribution network
- Maintaining, improving and extending the walking and cycling network
- Better connecting new and existing neighbourhoods with the public transport network
- Creating opportunities for existing transport to become more sustainable such as by promoting/installing charger units at appropriate places along routes.

3. Transport Assessments or Transport Statements will be required for all significant development (see paragraph 9.19 below). A Transport Assessment will also be required where a development:

- Is below the Transport Assessment threshold but which will generate a significant number of trips
- Will affect the strategic route network
- Is judged to result in a significant impact on air quality, particularly where the development is within, or adjacent to and an Air Quality Management Area or the development would be likely to result in the declaration of an Air Quality Management Area
- Is in close proximity to, or may have a significant impact upon a level crossing. Any proposal that significantly impacts upon a level crossing should be accompanied by a transport assessment which includes assessment of the level crossing.

4. Access onto the Primary Route Network will be restricted as follows:

- direct access onto the Highways Agency's motorways and trunk road network will not normally be permitted
- access onto the remainder of the primary route network, whether indirectly (by way of an existing access) or directly (by a newly built access) will be permitted where it does not reduce the capacity of the road.

5. Direct access onto the primary route network will not be permitted where a reasonable alternative exists.

6. The preferred locations for development which generates significant movement of freight are:

- Sites which are served by sea, canal, rail or where rail facilities can be provided as part of the development or, where these options are not available,
- Where there is good access to a road designated as a Freight Priority Route.

Policy links:

- ED1 The Port and Maritime Zone
- EQ3 Accessibility
- WM11 'Sustainable Waste Transport' (Waste Local Plan)

National /regional context

- Merseyside Local Transport Plan
- Merseyside and Halton Waste Local Plan 2013

Explanation

- 9.15 This policy identifies the Council's current priorities for new and improved transport infrastructure. They are based on the third Merseyside Local Transport Plan [LTP3] and will contribute to it being implemented. Where appropriate these transport priorities are also identified within the Council's Infrastructure Delivery Plan.
- 9.16 The new train station and park and ride facilities at Maghull North and the upgrading of the motorway access at Junction 1 on the M58 have received funding through the Liverpool City Region Local Enterprise Partnership(LEP) Growth Deal (July 2014). The funding goes a long way to meeting the costs of these projects. The development of the 'Land east of Maghull' site will be required to meet gaps in the funding.
- 9.17 The Port of Liverpool at Seaforth is planned to significantly increase its capacity as a result of the construction of the post-Panamax terminal, which will have implications for the levels of freight. The Port Access Study proposes that the potential of moving freight by rail will be maximised but that increased road capacity will still be required. It is likely that during the Local Plan period further work will be required to improve road access to the port.
- 9.18 The Council are currently investigating the need for highway improvements in the A570 corridor to the east of Southport, in order to assess whether major highways improvements are required during the plan period. The nature and extent of these improvements will be informed by the findings of the current modelling work.
- 9.19 The threshold for what the types and size of developments that will require a Transport Assessment (TA) or a Transport Statements (TS) are set out in the Ensuring Choice of Travel Supplementary Planning Document (SPD) 2009. These are locally derived standards for Merseyside.
- 9.20 Development that will result in a direct access onto the Motorway network or Trunk Road network will not normally be acceptable. However an exception may be made where large developments require a new dedicated access. This includes some sites allocated in the Local Plan.
- 9.21 Freight will become an increasingly important issue especially along the A5036 between the Port of Liverpool and Switch Island, due to the anticipated increase in freight connected with the expansion of the Port.
- 9.22 The disused rail link between Bootle New Strand and Aintree rail station [i.e. the Aintree Curve] is to be safeguarded for long-term future use beyond the period of the Local Plan. This is included within the Local Transport Plan and is intended for future use for passenger trains to improve links between Bootle and Aintree. The safeguarded rail link is shown on the Policy Map.
- 9.23 Sefton's current Freight Priority Routes are:
- M57
 - M58
 - A5306 Switch Island to the Seaforth flyover
 - A565 from the Liverpool City Council boundary to the Seaforth flyover
- 9.24 The transport requirements related to new waste management facilities or extensions to existing facilities are set out in Policy WM11 'Sustainable Waste Transport' in the Halton and Merseyside Waste Local Plan (2013).

Agenda Item 8

MANAGING WASTE

- 9.25 Sefton urgently needs to change its approach to the way it manages waste. The pressure for this comes from a variety of sources - European legislation, Government targets, increased waste generation, the need for improved environmental protection and rising public expectations all drive the need for rapid changes in our approach to managing waste. In particular, the Liverpool City Region (Merseyside and Halton) needs to reduce its reliance on landfill by providing alternative facilities for recycling, reprocessing, treatment and disposal.
- 9.26 It is important to collect and dispose of waste to remove urban environmental health hazards that would otherwise arise from rotting refuse and vermin. Waste must also be disposed of safely. Waste is increasingly being considered as surplus resource in the wrong place. The ambition to increase recycling rates and use materials more efficiently fits in with the Plan's objective to encourage the best use of resources and assets.
- 9.27 The Merseyside Councils and Halton Council prepared a Joint Waste Local Plan for the Liverpool City Region. This provides a common approach to dealing with waste and is an example of fulfilling the Duty to Cooperate. The Joint Waste Local Plan was formally adopted in July 2013 and promotes sustainable waste management for all waste across the six districts.

IN3 Managing waste

1. The Council will promote sustainable waste management in accordance with the waste hierarchy. As set out in the Joint Waste Local Plan it will work to:
 - Identify and safeguard [where appropriate] waste management sites in appropriate locations;
 - Assist in the implementation of a resource-recovery led strategy for sustainable waste management;
 - Ensure that the Borough contributes to meeting the identified sub-regional waste management needs;
 - Encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the storage, collection and recycling of waste;
 - Encourage the sustainable transport of waste and promote use and waste audits or a similar mechanism, such as waste management plans; and
 - Ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the Borough.

National /regional context

- Merseyside and Halton Waste Local Plan 2013 (the 'Waste Local Plan')
- Joint Merseyside Municipal Waste Management Strategy 2011 -2041.

Explanation

- 9.28 Decisions regarding planning for new waste management facilities or other waste related uses should comply with policies in the Waste Local Plan, this policy and other relevant policies in the Local Plan. The Joint Waste Local Plan has been subject to a Habitats Regulations Assessment and Appropriate Assessment which concluded that the Waste Plan would be unlikely to lead to a significant effect on European sites either alone or in combination with other plans and projects.
- 9.29 The allocation of sites and detailed development management policies are set out in the Joint Waste Local Plan. The sites are shown on the Policy Map which accompanies this Local Plan. These are:
- Alexandra Dock1, Metal Recycling Facility, Bootle

- Site North of Farriers Way, Netherton
- 1-2 Acorn Way, Bootle
- 55 Crowland Street, Southport.

9.30 The Waste Local Plan also defines an area of search for additional small-scale waste management operations and re-processing sites in Sefton, with an associated policy. The Sefton area of search comprises the industrial areas of Bootle and the southern part of the Sefton Dock Estate.

TELECOMMUNICATIONS

9.31 Mobile communications are an integral part of modern society and essential to a successful twenty-first century economy. With the growth of services such as mobile Internet access, so the demand for new telecommunications infrastructure also continues to grow. The Government – through the National Planning Policy Framework - expects local authorities to be supportive of the economic and social advantages that telecommunications equipment can bring. It also expects operators to handle any environmental impacts sensitively and take into account the public's views. Large parts of the borough are benefitting from British Telecom's programme to provide superfast broadband.

9.32 The Framework (paragraphs 42 – 46) sets out how it expects local authorities to assess telecommunications infrastructure and the Council will follow this approach.

ENERGY INFRASTRUCTURE

9.33 The Framework (para 97) recognises that the importance of renewal and de-centralised energy. The main opportunities for large scale renewable energy within Sefton are likely to be in the Green Belt due to the geography of Sefton. The Framework (para 91), states that "When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases, developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources". The Plan does not allocate any large scale renewable energy schemes in the Green Belt. Any applications will be assessed against the Framework and other policies within this plan.

9.34 Sefton's commitment to reducing carbon emissions in Sefton is set out in chapter 10. Sefton's urban areas may only offer opportunities for small scale renewable energy schemes. Any proposals will be assessed against the Framework and other policies within the plan.

Agenda Item 8

CHAPTER TEN DESIGN AND ENVIRONMENTAL QUALITY

INTRODUCTION

10.1 Key objectives of Local Plan include making sure that all development achieves a high standard of design and environmental quality, reduces environmental risk, helps mitigate the effects of development and responds to climate change and contributes towards achieving a healthy environment. This chapter sets out how these issues will be addressed through the planning system in Sefton.

HEALTH AND WELLBEING

10.2 Improving health and wellbeing is a corporate priority for Sefton, as set out in 'Living Well in Sefton: Sefton's Health and Wellbeing Strategy 2014-2020' (2014). Addressing health and wellbeing issues is complex and planning plays a role in helping to create a healthy Sefton. This policy sets out how development should contribute to the creation of healthy communities.

EQ1 Strategic Policy: Planning for a healthy Sefton

1. Development should help maximise opportunities to improve quality of life to make it easier for people in Sefton to lead healthy, active lifestyles, by:
 - Improving access to a choice of homes and providing new homes that meet the needs of future occupiers
 - Improving access to jobs
 - Making adequate provision for safe waste storage or recycling opportunities
 - Designing easy to maintain, safe and attractive public areas which minimise the opportunity for crime and reduce the fear of crime, and which promote social cohesion
 - Encouraging people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport
 - Appropriately locating food and drink shops, hot food takeaways, drinking establishments, restaurants, cafes and other non food and drink uses, having regard to other land uses in the local area
 - Having regard to accessibility of homes, education, jobs, public transport services, health and other services, recreational opportunities and community, cultural and leisure facilities
 - Encouraging measures to achieve affordable warmth
 - Managing air quality and pollution.

Key policy links:

- Whole plan

National /regional context

- 'The Marmot Review: Fair Society, Healthy Lives' (2010)
- 'Healthy Lives, Healthy People' (White paper 2011)

Explanation

10.3 While the planning process has only an indirect effect on health generally, it can have more influence on environmental inequalities which affect health and quality of life. The main aim of this policy is to set a strategic planning framework which will help the Council to achieve its corporate priorities. Health and wellbeing is a high corporate priority in Sefton. The policies in this chapter will help to achieve these priorities.

- 10.4 Sefton has higher than national average levels of people who live in poor health with life expectancy lower than the national average and deprivation, unemployment and child poverty higher than the national average. Sefton has significantly higher than average levels of people with excess weight and higher than average levels of childhood obesity in addition to high numbers of residents with a range of long term health conditions and/or mental health problems. Many of the latter are predicted to worsen due to an ageing population. Inequality of health varies significantly across the borough.
- 10.4A Part of the aspiration of 'Living Well in Sefton' (2014) is, by 2020, to:
- Improve the care, health and wellbeing of all Sefton residents and narrow the gap between those communities with the best and worst health and wellbeing outcomes
 - Promote independence and help build personal and community resilience.
 - Work with parents and carers so that all children and young people have opportunities to become healthy and fulfilled adults
 - Create a place where older people can live, work and enjoy life as valued members of the community.
 - Improve opportunities and support residents to make choices so that people are able to live, work and spend their time in a safe and healthy environment
 - Provide early support so that people can remain independent for longer.
- 10.5 The 2012 Joint Strategic [Health] Needs Assessment recognised the need to improve health and well-being, especially for those in the poorest parts of Sefton, by promoting access to local, affordable and healthy food, smoke-free environments like playgrounds, safe and accessible routes for walking and cycling, and regular physical activity.
- 10.6 The '2014 Sefton Strategic Needs Assessment – Environmental' document emphasises that the quality of people's living environment has a profound effect on their health and wellbeing (the wider determinants of health). The document states that health inequalities in Sefton are linked to the unequal impact of environmental influences on health and wellbeing. It identifies particular quality of life issues relating to the environment, including: air quality and pollution, climate change, energy and affordable warmth, housing decency and affordability, transport and accessibility, waste management, and greenspace.

DESIGN

- 10.7 Achieving good design in Sefton is about creating places, buildings, or spaces that reflect the best of local character, work well for everyone, promote healthy active lifestyles, look good, last well, and will adapt to the needs of future Sefton residents and businesses. High quality and inclusive design applies to all development – from small extensions to the largest development proposals. Section 7 of the Framework urges the need for good design as a key aspect of sustainable development. This policy sets out how development should achieve good design.
- 10.8 The Joint Waste Local Plan is also relevant to the design and layout of new built developments and uses in terms of collection and storage of waste, and separated recyclable materials, home composting and small scale low carbon combined heat and power in major new employment and residential schemes, where appropriate.

EQ2 Design

1. Development will only be permitted where it is of a high quality design that responds positively to the local character and distinctiveness of the surroundings.
2. To achieve high quality design, development must demonstrate that the following have been considered:
 - a. Scale, density, massing, height, landscape, layout, alignment, orientation, materials, access, active frontages, townscape, architecture and amenity.
 - b. Retaining or creating good quality landmark and gateway features.
 - c. Ease and safety of movement and circulation of walkers, cyclists, vehicles and people with limited mobility, both within and into the site
 - d. Safety and security of those within and outside the development.

Agenda Item 8

- e. Preservation and enhancement of views towards, within and out of the development.
- f. Flexibility and adaptability to change in order to be sustainable.
- g. The delivery of high quality, well-connected and well-maintained public space.

Key policy links

- WM9 'Sustainable Waste Management Design and Layout for New Development' (Waste Local Plan)
- Policy WM 10 'High Quality Design and Operation of Waste Management Facilities' (Waste Local Plan)
- Policy HC4 House Extensions, Alterations and Conversions to Houses in Multiple Occupation and Flats

National /regional context

- Building for Life 12
- Planning for Place (CABE)
- Lifetime Homes (see <http://www.lifetimehomes.org.uk/pages/lifetime-homes.html>)
- Merseyside and Halton Waste Local Plan 2013 (the 'Waste Local Plan')

Explanation

- 10.9 Places are defined by their local character. It is important that all development in Sefton takes into account the best of local character, and does not reproduce existing poor design. Planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions (Framework, para 64). Sefton has many diverse and distinctive areas. These are set out in 'Settlement Character Plans' which form part of the Design Supplementary Planning Guidance (SPG) and in Conservation Area Appraisals
- 10.10 Major developments and new neighbourhoods must be designed to have a real sense of quality and identity. They should be integrated with the adjacent settlement and street patterns and land uses and have good connections by all means of transport (including walking and cycling) to local services and facilities including places of work, schools and health facilities, and other facilities - see policy EQ3 (Accessibility).
- 10.11 Generally development should be designed with high quality, attractive frontages onto public spaces. Examples include shopping areas, larger roads in residential areas, major transport routes, green spaces and the Leeds and Liverpool Canal. The design of new development should take account of what is valued and valuable in the local area. Developers will be expected to have demonstrated that they have explored opportunities for retention of locally valued assets. All of this helps create or maintain places that are distinctive and look good.
- 10.12 Good design also means making sure that places are safe and secure in terms of crime and reducing fear of crime. This creates places where people want to live and increases health and well-being. This can be achieved for example through use of natural surveillance - from windows, public areas, passers-by and passing traffic - and creation of 'active frontages' so that buildings front onto public areas.
- 10.13 Proposals must be designed to take account of views within, into and out of the development. This is especially important sites on major transport routes, sites which are heritage assets or affect the setting of heritage assets, next to public spaces or at the edge of the urban and rural area. It is also important for house extensions.
- 10.14 Good design is also sustainable design. To help meet the challenge of climate change, where possible, buildings and spaces should be designed to be adaptable and flexible. Successful places can adapt to changing circumstances and demands, and are able to respond to a range of future needs.
- 10.15 Buildings often need to adapt over time to accommodate a different use, or in response to changes in the number, age, health and mobility of occupiers. The 'Lifetime Homes' approach required in policy HC2 'Housing type, mix and choice' relates to this. For example, house extensions may be designed for future flexibility by including space for pushchair or wheelchair storage or a 'wet room'. Adaptable

homes offer real benefits in terms of the use of resources and the stability of an area, as occupiers may not have to move to meet their changing needs

- 10.16 Development should also be designed to respond to the challenge of climate change, to be as energy efficient as possible, and to use resources wisely as set out in policy EQ7 'Energy efficient and low carbon design'. Impermeable hard surfaces such as paving should be kept to a minimum to reduce the flow of surface water into public drains, rather than soakaways. Policy EQ8 'Managing flood risk and surface water' deals in more detail with these issues.
- 10.17 Provision of high quality space around buildings – whether public or private space, green or hard-surfaced – is integral to good design. These spaces can strengthen communities by offering opportunities for recreation and places for people to meet. Policy EQ9 'Provision of public open space, strategic paths and trees in development' deals in more detail with these issues.
- 10.18 A Design and Access Statement may be required with some applications. The Council's validation checklist set out when these are needed. This should demonstrate how the development will meet the criteria in this policy.
- 10.19 The Council intends to produce supplementary guidance to provide more detail how this policy will be interpreted.

ACCESSIBILITY

- 10.20 It is important that Sefton's residents should be able to get easily to homes, jobs, shops, recreation and services. This can be achieved through trying to ensure access by a variety of types of transport, (including by private cars, public transport, walking and cycling) across Sefton. However, how easy it is to get to places varies widely across Sefton. This policy sets out how proposals for development can be made as accessible as possible.

EQ3 Accessibility

In order to improve accessibility in Sefton, new development must adhere to the following principles:

- Be located and designed to encourage walking and cycling both within, to and from the site,
- Where practical, be located in areas that are accessible, or are capable of being made accessible to bus stops and rail stations,
- Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities,
- Consider the needs of all residents and users of services and buildings, including those with limited mobility,
- Consider the safety of pedestrians, cyclists and all road users, and
- Comply with the Council's parking standards.

Key Policy Links:

- EQ1 Design
- IN2 Transport

National /regional context

- Merseyside Local Transport Plan.

Explanation

- 10.21 The location of development determines both the number of journeys which are generated and what the transport choices are. Major developments should be located in areas that are accessible by walking, cycling or public transport. In order to determine whether a development is accessible for all forms of transport and so be able to identify potential improvements, it is often both desirable and

Agenda Item 8

necessary to carry out an Accessibility Assessment. When and how this should be done is set out in the Council's 'Ensuring Choice of Travel Supplementary Planning Document' (SPD). The SPD also sets out when a development will need a Transport Assessment or Transport Statement (see policy IN2 Infrastructure), Green Travel Plans and the Council's agreed parking standards.

10.22 Accessibility is also very important in relation to the design of buildings. It is important that buildings, and facilities are flexible enough to adapt to changing circumstances and in particular, decreased mobility. This is important in Sefton where there is an ageing population. It is very important for access for wheelchairs and mobility scooters for shops and public buildings. This issue is addressed in Policy DQ1 'Design'.

POLLUTION AND ENVIRONMENTAL PROTECTION

10.23 Some development can cause pollution and pose a risk to the environment and to health if not managed properly. Sefton has some areas that have particular environmental challenges. These include:

- Large areas of land in parts of Sefton which have been contaminated due to historic land uses. Particular historic land uses that have a major impact in Sefton include, tin smelting (both directly and indirectly) and tanneries in South Sefton and land fill across the borough.
- Areas that suffer from poor air quality. Sefton has five Air Quality Management Areas (AQMAs) all between Waterloo and Bootle, related to poor air quality due to transport emissions.

10.24 There are regulations other than planning which are designed to control pollution of soil, water and air and the risks posed by the storage and use of hazardous substances. The aim of the policies in this section (EQ3, EQ4 and EQ5) is to complement these statutory processes and to minimise the risk to health and the environment from new developments in the Borough.

10.25 Some types of development can also cause noise, odour and other pollution on both the land, the air and in water. Other developments may involve hazardous substances, whether through disposing of the previous uses, or specifically as part of the new development. Policy EQ3 is aimed at addressing these issues, where relevant, through the planning process.

EQ4 Pollution and Hazards

1. Development proposals should demonstrate that environmental risks have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts which include amenity, damage to health and wellbeing, property and the natural environment from:

- Pollution of the land, water including surface water and groundwater and the air
- Hazardous substances
- Noise/vibration, dust, odour or artificial light pollution.

2. Development will be permitted where it can be demonstrated that:

- Appropriate measures are incorporated into proposals to avoid pollution to air, water and soil;
- There would be no unacceptable risk to the users of the site, occupiers of neighbouring land or the environment from the presence of hazardous substances. Proposals for sensitive uses close to existing sources of pollution must demonstrate that there will be no detrimental impact on the amenity of existing or future occupiers;
- The impact of noise/vibration and lighting will not be significant or can be reduced to an acceptable level.

3. Development must lead to no deterioration of, and where practicable improve, water quality, and must protect and enhance Sefton's waterbodies and water environment.

4. The cumulative effects of pollution will be taken into account in terms of the impact of a number of developments in an area. The effects of a combination of various types of pollution will also be considered.

Key policy links

- EQ5 Air quality

National /regional context

- NW River Basin Management Plan
- Noise Policy Statement for England

Explanation

- 10.26 Development proposals need to take into account whether there is an environmental risk and if there is, how this can be managed, mitigated or reduced. This must be set out clearly within any planning application. Where there is an identified pollution related issue then advice should be sought from the Council before the application is submitted.
- 10.27 Soil quality and water quality, including surface water and groundwater could be affected by uncontrolled industrial processes, waste disposal, mineral extraction or through inadequate foul or surface water drainage.
- 10.28 Protection and enhancement of water quality remains crucial to help protect the integrity of the internationally important coastal nature sites and the quality of watercourses flowing in these sites and the dune aquifer. Policy NH2 'Protection and enhancement of nature sites, priority habitats and species' is relevant. Policy EQ8 'Managing flood risk and surface water' deals with sustainable surface water management which includes control of pollution and maintaining or enhancing water quality. This is in line with the Water Framework Directive.
- 10.29 Poorly designed lighting can cause sky glow and glare. This can harm wildlife, residential amenity and the character of an area.
- 10.30 The risk posed by the storage and use of hazardous substances is reduced by maintaining appropriate distances (defined by the Health and Safety Executive) between establishments where hazardous substances are present and sensitive areas.
- 10.31 Noise/ vibration, dust or odour can give rise to problems whether from premises adjoining a proposed development, or from the development proposed. Where this is the case, a suitable assessment should be carried out and submitted with the planning application. The Noise Policy Statement for England provides guidance on what level of noise is considered acceptable. It is also important that development should not cause significant harm to the tranquillity or quiet enjoyment of sites used for countryside recreation or designated nature sites.
- 10.32 Special consideration will be given when assessing all types of pollution and hazards to sensitive types of development which might be affected by such proposals. These include schools and hospitals and proximity to housing and to vulnerable people, such as children and older people.
- 10.33 Development will not automatically be acceptable in planning terms simply because it meets statutory requirements under pollution control regimes or is given hazardous substance consent.

AIR QUALITY

- 10.34 There are national air quality standards that every borough is required to meet, and Sefton Council monitors air quality across the Borough in relation to these standards. Where these standards are consistently not met, an Air Quality Management Area (AQMA) has to be declared. Poor air quality can

Agenda Item 8

be very damaging to residents. There is a clear link between air quality issues and respiratory problems. This policy aims to manage air quality issues linked to development.

EQ5 Air quality

1. Development proposals must demonstrate that they will not:
 - Result in a significant worsening of air pollution levels in an Air Quality Management Area or
 - Hinder the revocation of an Air Quality Management Area by:
 - introducing significant new sources of air pollutants; or,
 - Introducing new development whose users will be especially susceptible to air pollution or
 - Lead to a significant decline in air quality
2. Major developments must incorporate appropriate measures to reduce air pollution and minimise exposure to harmful levels of air pollution to both occupiers of the site and occupiers of neighbouring sites.

Key policy links

- EQ4 Pollution and Hazards
- IN2 Transport

Explanation

- 10.35 Sefton has currently five Air Quality Management Areas (AQMAs). The number and location of AQMAs may change over time. The current AQMAs are:
- two at Crosby Road North, Waterloo; at Waterloo Primary School and at the junction with South Road;
 - Millers Bridge, Bootle;
 - the junction of Church Road and Hawthorne Road, Litherland; and
 - Princess Way, Seaforth.
- 10.36 Development must not compromise Sefton's ability to meet national air quality targets, and development that would be likely to lead to the declaration of an Air Quality Management Area will not be permitted. The cumulative effects of development within an area will also be taken into account, where in combination they result in air quality getting worse.
- 10.37 Further guidance on ways to improve air quality can be found in advice prepared by Sefton: 'Low Emissions and Air Quality Planning Guidance Note'. The note shows ways of designing development to improve air quality and/or minimise exposure for users of sensitive developments to air pollution.

LAND AFFECTED BY CONTAMINATION

- 10.38 Many development sites in Sefton are contaminated due to a legacy of heavy industries. Contaminated land which is not satisfactorily remediated could be dangerous to the health of occupiers of any future development as well as for the occupiers of neighbouring land uses. However many sites that are contaminated are brownfield sites (i.e. previously developed – mainly in urban areas). These sites will make an important contribution to meeting Sefton's housing and employment needs, thereby reducing pressure for development on greenfield and Green Belt land. This policy sets out how the Council will assess proposals for development on contaminated land.

EQ6 Land Affected by Contamination

1. Development on contaminated land will be granted permission where it can be demonstrated that both future residents/occupiers of the development site, the residents of neighbouring sites and controlled water systems, ecological systems and property will not be exposed to harmful levels of contamination.

2. Where development is proposed on a site that may be contaminated, the developer must establish the nature, degree and extent of any contamination and other relevant ground conditions on the development site by carrying out preliminary investigations.
3. Where there is evidence that a site may be affected by contamination, or the proposed development is particularly sensitive to contamination, planning applications must be accompanied by a Preliminary Investigation report.
4. Where planning permission is granted for sites where contamination has been identified, the developer will be required to (where appropriate):
 - Carry out a full site investigation and assessment of development; and
 - Remediate the site before it is developed.
5. Where remediation is required, a verification report must be submitted to show that the agreed remediation objectives and criteria have been complied with.
6. After remediation, land should not be capable of being listed as contaminated land under Part 2A of the Environmental Protection Act 1990.

Key policy links

- EQ4 Pollution and Hazards

Explanation

- 10.39 This policy applies to all land affected by contamination or where the proposed development may be sensitive to contamination. It sets out how the Council will assess proposals for development on contaminated land.
- 10.40 Land uses/developments that are sensitive to contamination may include schools and hospitals and proximity to housing and homes for vulnerable people, such as children and older people.
- 10.41 Article 2A of the Environmental Protection Act 1990 defines contaminated land. Therefore remediation will not be considered to be completed until the site is no longer falls within this definition.

ENERGY AND CARBON REDUCTION

- 10.42 The Council has an on-going commitment to reducing carbon emissions in Sefton (Report to Sefton's Cabinet 5 August 2010 'Developing the Low Carbon Economy') in line with its aim of reducing the impact of climate change. This will help Sefton to contribute to enabling the UK to meet its commitment under the Climate Change Act 2008 to reduce greenhouse gas emissions to at least 80% below 1990 levels by 2050 and under the EU Renewal Energy Directive 2009 to source 15% of its energy from renewable sources by 2020. This is in line with the Framework.

EQ7 Energy efficient and low carbon design

1. Major development should incorporate measures to reduce greenhouse gas emissions where practicable, through one or more of the following:
 - a) Making the most of natural solar gain through site and building layout and design,
 - b) Energy efficiency measures, including for existing buildings,
 - c) Use of low carbon, decentralised and renewable energy,
 - d) Provision of infrastructure for low emissions vehicles.

Key Policy Links

Agenda Item 8

- EQ2 Design

National /regional context

- Next Steps to Zero Carbon Homes - Allowable Solutions 2014 (DCLG)
- Liverpool City Region (LCR) Local Enterprise Partnership (LEP) Economic Priorities, LCR Low Carbon Economy Business Plan and LCR Offshore Wind energy Hub
- LCR and Sefton Sustainable Energy Action Plans 2013 (SEAPs)
- Sefton Home Energy Conservation Act (HECA) Plan 2013

Explanation

- 10.43 The government's March 2014 stream-lining of housing and construction standards means that requirements for energy efficiency and use of renewable, low carbon or decentralised energy are now set out in the Building Regulations, which take account of the government's commitment to achieving zero-carbon homes. Hence it is no longer appropriate for the Council to have its own Local Plan policy requiring all proposals for non-residential development to incorporate renewable energy equipment to provide at least 10% of their predicted energy requirements from renewable sources.
- 10.44 Increasing the use of sustainable energy, increasing energy efficiency in new and existing buildings, and reducing the relatively high level of fuel poverty in Sefton remain corporate priorities. Energy efficiency, including for existing homes, is particularly important in the Sefton context, consolidating the success of the REECH project. There are health and wellbeing benefits, as well as environmental benefits, from providing affordable warmth and well-insulated homes.
- 10.45 The Council encourages major developments which meet higher energy efficiency standards than set out in the Building Regulations, or would achieve 10% on-site renewable energy as set out in earlier Council policy, or include retrospective measures to increase energy efficiency. The policy sets out a supportive framework to encourage energy efficient and low carbon design.
- 10.46 Policies in the Waste Local Plan are also relevant. Policy WM 9 'Sustainable Waste Management Design and Layout for New Development' states that major new employment and residential schemes should facilitate small scale low carbon combined heat and power, where appropriate. Policy WM 10 'High Quality Design and Operation of Waste Management Facilities' deals with the design and environmental performance of waste management facilities, including BREEAM ratings. The Building Research Establishment Environmental Assessment Method (BREEAM) for Industrial Uses is a nationally recognised certification scheme which can be used for assessing the environmental performance of industrial buildings from the design through to the completed building stage.
- 10.47 Government proposals set out in July 2014 indicate that while developers will have to build to at least level four of the former Code for Sustainable Homes standard in the near future, in some cases this can be achieved off-site through the "Allowable Solutions" framework. This would include insulation of existing buildings and small-scale renewable energy schemes, or the house builder could make a payment into a fund which then invests in carbon abatement projects sufficient to meet the house builder's zero carbon obligation.
- 10.48 The Council recommends that, as far as possible, development in Sefton which includes 'Allowable Solutions' should be compatible with the Council's energy strategies and plans, such as the Sefton Sustainable Energy Action Plan (SEAP), the Liverpool City Region SEAP or the Sefton Home Energy Conservation Act Plan.

MANAGING FLOOD RISK AND SURFACE WATER

- 10.49 Sefton is a low-lying, predominantly flat Borough. Flood risk from all sources and its management is an important local issue; especially surface water flood risk, which in any given year has a 1 in 100 chance (1%) of potentially affecting 30% of properties in Sefton. This is set out in the 2011 Sefton Surface

Water Management Plan (SWMP) and reflected in the 2013 Strategic Flood Risk Assessment (SFRA), which Sefton has prepared in line with the Framework and National Planning Practice Guidance.

- 10.50 Flooding has consequences for the economy, environment and for social, health and well-being.
- 10.51 Management of flood risk means designing to control and where possible reduce the risk (and hence consequences) from any source of flooding. Climate change, especially increased rainfall intensity is likely to increase both the risk of surface water and other flooding in Sefton and the challenge of managing it effectively. Much of Sefton's agricultural land lies mainly within low-lying areas reliant on pumped drainage. It is particularly vulnerable to changes in rainfall amounts and intensity, land drainage and how flood risk is managed.
- 10.52 Hence, it is important in Sefton that new development manages flood risk from all sources and critically that surface water is managed sustainably through use of sustainable drainage systems or schemes (SuDS). Sustainable management of surface water links to the Local Flood Risk Strategy which the Council has a duty to prepare. It also links to the forthcoming national requirements for developers to make sustainable drainage applications, to be determined by the Council, and for Council adoption of approved SuDS built in accordance with the approved scheme (the "SuDS and SABs" process) under Section 32 and Schedule 3 of the Flood and Water Management Act 2010.
- 10.53 Paragraphs 99 to 104 of the Framework, and national planning guidance stress the need for flood risk management, including the need to develop policies to manage flood risk from all sources and to take opportunities offered by new development to reduce the causes and impacts of flooding.

EQ8 Managing flood risk and surface water

Flood risk generally

1. Development must be located in areas at lowest risk of flooding from all sources. Within the site, buildings must be located in the areas at lowest risk of flooding.
2. Development must not increase flood risk from any sources within the site or elsewhere, and where possible should reduce flood risk.

Surface water management

3. Site-specific Flood Risk Assessments will be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment.
4. Development must incorporate sustainable drainage systems to manage surface water flooding run-off within the site so that:
 - a) Surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for sites covered by buildings or impermeable hard surfaces, and for greenfield sites do not exceed greenfield rates.
 - b) Surface water discharge is targeted using a sequential approach, and proposals to discharge surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented;
 - i. Into the ground
 - ii. Into a watercourse or surface water body,
 - iii. Into a surface water sewer, or
 - iv. Into a combined sewer.
 - c) Above ground, natural drainage features rather than engineered or underground systems are used.
5. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable.
6. Development on an area which is an adopted Sustainable Drainage System or has a formal flood risk

Agenda Item 8

management function is acceptable in principle where the development proposals do not reduce the ability of the area to manage the surface water or flood risk.

Key Policy Links

- NH2 Protection and enhancement of nature sites, priority habitats and species

Explanation

- 10.54 Regarding Section 1 of the policy, the Framework and Planning Practice Guidance (PPG) set out the 'sequential test' and subsequent 'exception test' approach which must be followed to make sure that development is located within areas at lowest risk of flooding from all sources (except in relation to most changes of use or minor developments). The sequential test aims to steer new development to Flood Zone 1 - areas with a low probability of river or sea flooding. Where there are no reasonably available sites in Flood Zone 1, Councils should take into account the flood risk vulnerability of land uses (as set out in PPG) and consider reasonably available sites in Flood Zone 2 - areas with a medium probability of river or sea flooding. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 - areas with a high probability of river or sea flooding be considered, taking into account the flood risk vulnerability of land uses. For some uses land in Flood Zone 2, or 3 should be used only if the exceptions test (as set out in PPG) is passed. Other sources of flooding are also relevant.
- 10.55 The 2013 Strategic Flood Risk Assessment (SFRA) indicates the locations and sources of flood risk in Sefton. Where the majority of a site is at lowest risk of flooding, parts of the site which are at greater risk must be subject to the sequential test, and if necessary the exception test, and the resulting uses and site design should reflect this.
- 10.56 Paragraph 102 of the Framework says that the exception test can be passed only where it is demonstrated both that the development provides wider sustainability benefits to the community that outweigh flood risk and that the development will be safe for its lifetime. In applying the exception test the Council will give limited weight to housing need as a "wider sustainability benefit capable of outweighing flood risk". Flood resistance and/or flood resilience design measures alone should not be used to justify development in areas at greater risk of flooding.
- 10.57 In section 2 all options for reducing flood risk and/or surface water run-off from new development and implementing solutions (where viable) should be considered. Some of these will help achieve the surface water run-off rates and volumes set out in section 4(a). Some of these examples, such as the need for a buffer adjacent to watercourses for maintenance, also relate to Environment Agency byelaws. Examples of ways that development can reduce flood risk overall include:
- Creation of new flood water storage areas within the site to reduce on-site or downstream flood risk or surface water flows from the site
 - Appropriate, landscaped, buffers around watercourses, free from buildings, structures or trees, to allow for access to flood defences and/or channels and for maintenance
 - No new culverts, and removal of existing culverts, redundant structures and engineered river channels, together with taking opportunities to enhance the natural environment and setting of waterbodies or re-creation of natural river channels with associated habitat creation or enhancement
 - An increase in the amount of soft surfacing like grass or other planting (i.e. replacing what was hard-surfacing or buildings) to increase the scope for surface water to soak away, including 'green roofs'
 - Use of permeable paving or surfacing treatments rather than impermeable surfaces to increase the scope for surface water to soak away, together with their continuing on-going maintenance to make sure that they maintain their permeable capability
 - Water efficiency including grey water or rainwater recycling
 - Tree and woodland planting in appropriate locations, and of appropriate species
 - Flood resistant or flood resilient design where appropriate.

- 10.58 Section 3 is based on the recommendations in the 2013 Strategic Flood Risk Assessment and the 2011 Surface Water Management Plan and reflects the significance of surface water flood risk in Sefton. Critical Drainage Areas are identified in both documents. National Planning Practice Guidance 2014 includes a checklist for site-specific Flood Risk Assessments.
- 10.59 It is recognised that Sections 4 and 5 may be difficult to achieve for some changes of use or extensions. Applicants should refer to the Good Practice Guidance, CIRIA's SuDS Manual and local guidance on sustainable drainage systems (SuDS). It may be that the most sustainable form of surface water drainage varies between different parts of a development site, including where a site includes areas covered by buildings or impermeable hard surfaces as well as undeveloped 'greenfield' areas, or due to the site's topography. In these cases the applicant must incorporate the most sustainable drainage option for each different part of the site within the overall SuDS drainage scheme.
- 10.60 United Utilities have indicated that connection of surface water drainage to a public sewer should be the last resort. They have also indicated that unless surface water discharges into the ground (soaks away), the applicant must demonstrate why each of the other sequentially preferable destinations for discharging surface water from sites, set out in section 4 b) of the policy, cannot be used.
- 10.61 Section 6 recognises the need to retain the flood risk management functions of SuDS schemes adopted by the Council and of other areas which have a formal flood risk management function, for example shown as flood or surface water storage areas within planning permissions. Such areas are part of Sefton's strategic green infrastructure network.

GREENSPACE, RECREATION AND TREES

- 10.62 This policy sets out the requirements for provision of new or enhanced public open space, Sefton's green network of paths and cycleways, trees and landscaping in relation to new development. These are all part of Sefton's green infrastructure, which is protected as an environmental asset by strategic policy NH1 'Environmental assets' in chapter 11, and are important to quality of life and the environment .
- 10.63 It is generally acknowledged that open space makes an important contribution to the health and wellbeing of communities. The Framework's glossary defines open space as, in summary, all open space of public value which offers important opportunities for sport and recreation and can act as a visual amenity. It is therefore essential to protect important open space and ensure that there are sufficient community facilities to meet local needs. There is scope to integrate public open spaces, other green spaces and appropriate landscaping into development proposals, and to plan positively for the creation, protection, enhancement and management of green infrastructure networks with multiple green infrastructure benefits. The Framework emphasises this and the need to provide routes for cyclists and walkers and to protect and enhance rights of way networks.

EQ9 Provision of public open space, strategic paths and trees in development

Public open space

1. Proposals for 50 or more new-build homes, or which are part of a phased development for a site of 50 or more new homes, must provide appropriate high quality new public open space.
2. New public open space (including outdoors sports facilities) created during the Plan period will be accorded the policy protection set out in policy NH5 'Protection of public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public', even where it is not shown on the Policy Map.
3. Development which includes new public open space must incorporate suitable arrangements for long-term management, maintenance and public access to the new open space.

Agenda Item 8

Sefton's green network of paths and cycleways

4. Development with the potential to adversely affect the establishment or retention of a public right of way, or Strategic Path as shown on the Policy Map, will not be permitted unless sufficient mitigation is provided to ensure that existing access is maintained, and where possible enhanced, or where an acceptable alternative path is provided.
5. Links to, or extensions of existing public rights of way, strategic paths or cycleways will be supported where they improve the accessibility of an existing community or a development site.

Trees and landscaping

6. Development proposals must:
 - a) Not result in unacceptable loss of, or damage to, existing trees or woodlands or significant landscaping during or as a result of development;
 - b) Replace any trees lost as a result of the development at a ratio of 1:1 within the site.
 - c) Where appropriate, include an appropriate landscape scheme, showing all hard and soft landscaping and management arrangements.

Key Policy Links

- NH5 Protection of public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public
- NH3 Protection and enhancement of nature sites, priority habitats and species

Explanation

Public open space

- 10.64 Sections 1 and 2 of the policy aim to secure appropriate new public open space provision in relation to new housing development. 15 square metres per person, or 40 square metres per home (based on Sefton's average household size of 2.3 and 15 square metres per person), is the basis for judging what is appropriate. This does not include provision for new outdoor sports, allotments or amenity public open space, which may need to be factored in once the 2015 Playing Pitch Strategy and Open Space and Recreation Strategy reach advanced draft stages. On this basis, 50 new build homes should provide at least 0.2 hectares of new public open space.
- 10.65 However, it is recognised that this is dependent on the type, (family homes, flats, care homes etc) and size (number of bedrooms) of new homes, and that in some cases a lower standard of on-site or off-site provision may be more appropriate. It is also recognised that with higher density housing schemes, a lower level of open space provision may be acceptable where the application of the open space standards would prejudice the delivery of an otherwise acceptable scheme. The type of public open space provided should take into account the needs of future residents of the development, site-specific factors and existing local provision including shortfalls identified in the most recent Sefton Recreation and Open Space study or strategy. New public open space should be provided to a high design quality and where appropriate and practicable should provide other green infrastructure benefits, such as flood or water storage areas or new habitats.
- 10.66 In almost all cases this new public open space should be provided within the development site. However, where the development site is within 1 kilometre's walking distance of an existing neighbourhood park, or where the Council and developer agree that the site is too small to accommodate appropriate public open space, it may be acceptable instead for the developer to contribute to the improvement of the neighbourhood park or to other local public open space.
- 10.67 This provision of public open space within or close to housing development sites in Sefton - in most cases away from the Sefton Coast - also makes an important contribution to managing recreation pressure on the internationally important nature sites on the Sefton Coast. This is important in helping Sefton to meet its commitments under the Habitats Regulations 2010 (as amended).

- 10.68 The Council will support in principle other public open space enhanced or provided by developers or partners such as The Mersey Forest or the Forestry Commission, subject to the need to make sure that suitable arrangements are in place for long-term management, maintenance and public access to the site. This includes for example informal or other recreation opportunities linked to a Ribble Coast and Wetlands Regional Park and associated infrastructure.

Sefton's green network of paths and cycleways

- 10.69 In section 3 of the policy 'path' means a right of way or Strategic Path. Where such a path is within or next to a development site, it should be retained. If appropriate it should be enhanced, for example in terms of width, surface, safety and natural surveillance. Paths should be diverted only if the alternative route achieves these enhancements and results in a better connection within and outside the site.
- 10.70 Where a proposed Strategic or other path is within or next to a development site, it should be implemented to a high quality as part of the development proposals.
- 10.71 The Framework stresses the importance of rights of way and access. Sefton's network of rights of way, paths, cycle routes and Strategic Paths are significant for their value as recreation and general transport routes – for example providing traffic-free routes from homes to jobs, schools or other facilities. They are also key links between the urban and rural areas within and around Sefton, including coast and countryside parks and other public open space. As well as paths for walkers, cyclists and those with limited mobility, there are a number of bridleways in Sefton. The Sefton Coast Path, part of Sefton's network, is also part of a proposed a footpath (for informal recreation) around the whole of the English coast, under the Marine and Coastal Access Act 2009, as set out in paragraph 107 of the Framework. Proposed and existing strategic paths are shown on the Policy Map.

Trees and landscaping

- 10.72 Trees, and other significant landscaping, perform and provide many green infrastructure functions and benefits. While tree cover in Sefton is generally relatively low, street trees and other urban trees are very significant because of these benefits. Trees and woodlands outside the urban area also make an important contribution to Sefton's landscape and character.
- 10.73 Hence it is important in Sefton to protect existing trees, and for new trees to be planted when development takes place, as part of wider landscaping and planting schemes. Tree survey information should be provided as part of any major planning application and other applications which either may result in the loss or damage to trees or may affect a tree covered by a Tree Preservation Order. Loss of existing trees on development sites should be avoided where possible. Development that results in a loss of trees which are subject to Tree Preservation Orders will be acceptable only if it is demonstrated that there are no practical alternative solutions and where the need for the development outweighs the value of the trees that will be lost. Ancient Woodland is an important natural asset, and so the provisions of Policy NH2 'Protection and enhancement of nature sites, priority habitats and species' apply.
- 10.74 In almost all cases replacement trees should be provided within the development site. In exceptional circumstances it may be appropriate for planting to take place outside the site, for example on other land owned by the applicant.
- 10.75 The need for a landscaping scheme is set out in the Council's validation checklists. They will also be required where new public open space is being provided on site. The landscaping scheme should include all existing and proposed trees and other planting, hard and soft surfacing, pathways, cycleways and road, means of enclosure and any other relevant information. The Council intends to prepare a Supplementary Planning Document to set out more detailed guidelines for new Public Open Space, Landscaping and Trees.

Agenda Item 8

OTHER HEALTH ISSUES

Food and drink uses

10.76 Food and drink uses are important economically and socially for all of Sefton's communities. However they can also be harmful to the living conditions of residents and a proliferation of certain uses can undermine the vitality and viability of local centres and parades. Too many food and drink uses in an area may also encourage unhealthy lifestyle choices for residents. This policy sets out how these issues will be balanced.

EQ10 Food and Drink

1. Proposals for food and drink uses in the town, district and local centres will only be permitted where they are located so as to meet all of the following criteria:

- They would not cause significant harm to local amenity;
- They would not result in unacceptable groupings of similar uses where they would harm the character of the area or harm public health; and
- Any external ventilation and extractor systems do not:
 - Significantly harm the external appearance of the building or the street scene.
 - Harm the residential amenity of neighbouring properties through noise or odours.

2. Proposals for food and drink uses in or adjacent to Primarily Residential Areas and/or close to school and educational establishments will not be permitted where they cause significant harm to living conditions for local people, encourage unhealthy lifestyle choices in local people or harm the residential character of the local area.

Key Policy Links:

- ED2 Development in town, district and local centres and shopping parades
- HC3 Residential development and development in Primarily Residential Areas

Explanation

10.79 Food and drink uses have the potential to have particular impacts upon the visual and residential amenity of an area and to the health of local communities. They may be acceptable within the Primarily Residential Area, if they do not harm residential amenity. This policy specifically refers to food and drink uses as covered by classes A3-A5 of the Use Classes Order, that is, Restaurants and cafes, drinking establishments and hot food takeaways. This policy does not apply to shops [Use Class A1] which sell food, such as groceries or sandwiches and other cold food, for consumption off the premises.

10.80 In order to protect the amenity of neighbouring occupiers, conditions will be used to restrict opening hours.

10.81 Details of external flues & extractor systems must be submitted with all applications. Conditions may be used to restrict opening hours where appropriate.

10.82 The Council intends to prepare supplementary guidance on this issue. Where evidence that proliferations of food and drink uses are potential causing harm localised areas, the Council will consider use of 'Article 4 Direction' powers to restrict the scope to change uses under 'permitted development rights'.

ADVERTISEMENTS

10.83 Advertising is part and parcel of town centres and elsewhere in the built up areas and can be one of the most dominant elements of the environment. It can enhance the appearance and vitality of a street but

can also cause considerable damage to visual amenity by cluttering the built environment and detracting from the quality of the area and the street scene. Many advertisements will require consent from the Local Planning Authority. This policy sets out how these applications will be considered.

EQ11 Advertisements

1. Proposals for advertisements will be granted consent where they do not have an unacceptable impact upon amenity and are not harmful to public safety.
2. In relation to amenity the following will be considered:
 - They should respect the scale of and be sympathetic to their immediate surroundings and not dominate buildings, street scenes or open areas;
 - They should respect the design and appearance of buildings on which they are displayed
 - The size, location, and means of any illumination and whether a proliferation of adverts will create clutter,
3. In relation to public safety the following will be considered:
 - The location, siting, illumination, design or scale must not impede movement of pedestrians or make it unsafe for pedestrians and must not compromise the safety of vehicles using the public highway.
4. Advertisements displayed within or adjacent to Heritage Assets will need to be of particularly high quality, respecting the size, materials, proportions and detailing of the building.

Advertisements on the verandahs in the Lord Street and Birkdale Village Conservation Areas

5. Advertisements attached to the verandahs should be limited in extent and must not over-dominate or hide their features. The cumulative effects of signage on the verandahs will be taken into account.

Key Policy Links:

- EQ2 Design

Explanation

10.84 Local planning authorities are responsible for the day to day operation of the advertisement control system established by the Town and Country Planning (Control of Advertisements) Regulations 2007. The advertisement control system covers a variety of advertisements and signs including:

- Posters and notices
- Placards, boards (including A boards) and hoardings
- Fascia signs and projecting signs
- Pole signs and canopy signs
- Models and devices
- Advance signs and directional signs
- Estate agents boards
- Banners
- Stationary vehicles used for the purpose of advertising
- Blinds
- Canopies with lettering
- Flags with logos
- Balloons

10.85 Advertisements within or adjacent to Heritage Assets can be particularly harmful if they are not displayed sensitively. The verandahs in the Lord Street Conservation Area (in Southport) are a distinctive feature and present particular problems with inappropriately designed advertisements.

Agenda Item 8

CHAPTER ELEVEN NATURAL AND HERITAGE ASSETS

- 11.1 Sefton has an outstanding environment which helps to make it distinctive, and which is valued by local residents, businesses and visitors. Both natural and heritage assets are important components of this environment and should be retained and enhanced. Opportunities to achieve this will come through development proposals and other initiatives by the Council, its many partners and other organisations, with a range of funding sources. Recent and continuing initiatives include the refurbishment of the historic Kings Gardens, Southport, and woodland planting.
- 11.2 Sefton's strategic natural assets include:
- Designated nature sites and priority habitats and the ecological network, notably the Sefton Coast
 - The ability of the undeveloped coast to form a natural sea defence
 - 'Green infrastructure' such as public open space and trees
 - Rural landscape.
- 11.3 Sefton's distinctive heritage assets include the 'Classic Resort' of Southport, the historic centres of settlements such as Churchtown, Little Crosby and Waterloo and the recently discovered traces of the Mesolithic village found in the Lunt area.
- 11.4 This chapter sets out the strategic policy for all of Sefton's environmental assets. Then it sets out the policy for Sefton's natural assets, followed by the policies for Sefton's heritage assets.

Strategic Policy NH1 Environmental Assets

1. Sefton's natural and heritage assets together with its landscape character should continue to contribute to the Borough's sense of place, local distinctiveness and quality of life. Development proposals and other initiatives should contribute positively towards achieving this.
2. A hierarchical approach will be taken to the protection and enhancement of Sefton's natural and heritage assets, according to their designation and significance.
3. Development should protect and manage Sefton's natural assets. Where possible, development should:
 - Maintain, restore, enhance or extend these natural assets; and
 - Create new habitats and green infrastructure; and
 - Secure their long-term management.

The main priorities are; improving access, quality, linkages and habitat within the city region ecological network (including the Nature Improvement Area), improving access to and the quality of public open space and other outdoor facilities available to the public; and urban trees.

4. Sefton's heritage assets should be protected from losses and harmful changes to their significance, fabric and features or in their settings. Development should:
 - Secure the long-term future of the heritage asset
 - Be designed to avoid harm
 - Be of a high quality design which is sympathetic to the historic context of the heritage assets affected
 - Incorporate proposals for proper repair and re-instatement of historic features and/or involve work which better reveals the significance of Sefton's heritage assets and their settings
 - Where losses are unavoidable, recording, analysis and reporting must be undertaken where appropriate.

Key policy links and objectives:

- Other policies in this chapter

National and regional context

- 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011)
- Shoreline Management Plan
- The Mersey Forest Plan 2014

Explanation

- 11.5 This policy aims to protect, enhance and manage Sefton's strategic natural and heritage assets, taking a hierarchical approach according to the designation and significance of the assets.
- 11.6 Sefton's natural assets include the designated nature and geological sites and priority habitats and associated features which are part of the emerging Liverpool City Region (LCR) ecological network. The hierarchical approach to these nature and geological sites and their significance is set by the national context, and is reflected by policy NH2 'Protection and enhancement of nature sites, priority habitats and species'. The internationally important sites on the Sefton Coast are the most significant, followed by nationally and locally-designated sites and priority habitats respectively.
- 11.7 The local authorities in the Liverpool City Region are jointly preparing an ecological network. This draws together evidence and indicates strategic priorities and opportunities for habitat creation and enhancement in Sefton and across the sub-region including in a Nature Improvement Area (NIA). This is in line with national guidance, and recognises that many natural assets occur on a landscape scale, across local authority boundaries. Neighbouring areas of Lancashire, Greater Manchester and Cheshire are currently preparing ecological networks. Discussions between City Region authorities, partners and neighbouring areas including through Nature Connected (the Government-recognised Local Nature Partnership) have resulted in a more integrated approach between Sefton and adjacent local authorities.
- 11.8 The local authorities in the City Region, Natural England, and other partners also continue to work together to manage visitor pressure on the Sefton Coast. Sefton's recent and current initiatives to help manage visitor pressure are set out in the explanation to policies EQ9 'Provision of public open space, strategic paths and trees in development', NH5 'The Sefton Coast and Development' and NH5 'Protection of public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public'.
- 11.9 Sefton's green infrastructure network is also one of the Borough's key natural assets. The main components of Sefton's green infrastructure are:
- The Sefton Coast
 - Public open space (which is also accessible nature space) Countryside Recreation Areas and other outdoor recreation facilities available to the public
 - Sefton's green network of strategic paths and cycleways
 - Sefton's designated sites of nature/geological importance and priority habitats
 - Water bodies and land formally designed to manage surface water and flood risk, including adopted Sustainable Drainage Systems
 - Agricultural land
 - Trees and landscaping.
- 11.10 Green infrastructure has many benefits and functions including economic, nature, recreation, health and well-being benefits. Green infrastructure reduces air pollution, and air temperatures locally, and helps to reduce and manage flood risk.
- 11.12 The significance of this green infrastructure is set out in more detailed policies in this chapter, and in policies EQ8 'Managing flood risk and surface water' and EQ9 'Provision of public open space, strategic paths and trees in development' and other policies in the Design and Environmental Quality chapter.
- 11.13 The policy approach to agricultural land is set out in the Framework. Around 31% of Sefton's agricultural land is grade 1, 32% is grade 2 and 3% is grade 3a ('best and most versatile' agricultural

Agenda Item 8

land). The Framework and Policy NH7 'Rural Landscape Character' sets out the approach to Sefton's predominantly flat and open landscape character.

11.14 Minerals are a finite land resource and can generally only be worked where they are found. Sefton has only limited known minerals resources. It contains has no Mineral Safeguarding Areas or aggregate minerals resources that are currently commercially viable or likely to become so in the future. However, there is the potential for energy mineral exploration and/or extraction, including oil, gas and hydraulic fracturing of shale gas. Sefton's policy approach is set out in policy NH8 'Minerals'.

11.15 Sefton's heritage assets are also a finite resource which once lost cannot be replaced. More information about Sefton's approach to its conservation, enhancement and public enjoyment of its heritage assets is set out in policies NH9-NH14 at the end of this chapter.

NATURE CONSERVATION AND ENHANCEMENT

11.16 The Sefton Coast and its internationally important nature sites are the most important natural assets in the Borough. Other key natural assets include wetlands (both rivers and drainage channels), grasslands and woodlands.

11.17 Paragraph 9 of the National Planning Policy Framework (the Framework) stresses the importance of moving from a net loss of biodiversity to achieving net gains for nature as part of achieving sustainable development. Section 11 of the Framework plus other legislation, regulations and guidance set out both how this is to be achieved, and legal duties and requirements for nature conservation.

Figure 11.1 Nature Conservation Sites in Sefton

TO BE ADDED

NH2 Protection and enhancement of nature sites, priority habitats and species

1. Development which may result in a likely significant effect on an internationally important site must be accompanied by sufficient evidence to enable the Council to make a Habitats Regulations assessment. Adverse effects should be avoided, or where this is not possible they should be mitigated, to make sure that the integrity of internationally important sites is protected. Development which may adversely affect the integrity of **internationally important sites** will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest, and where compensatory provision has been made. Such mitigation or compensation must be identified before development commences. Any mitigation or compensation must be functional before any likely adverse effect arises and should be accompanied by a dedicated project related Habitats Regulations Assessment. This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites (i.e. supporting habitat).
2. Development which may affect other designated sites of nature/geological conservation importance, or priority habitats and protected or priority species will be permitted where it can be demonstrated that there is no significant harm.
3. Development which may cause significant harm will only be permitted in:
 - **National sites (including Sites of Special Scientific Interest, National Nature Reserves)**: where there are no alternatives and where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;
 - **Local Sites (including Local Nature Reserves, Local Wildlife Sites and Local Geological Sites)**: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the ecological network; and
 - **Priority Habitats**: where the reasons for and the benefits of development on balance outweigh the habitat's broader contribution to the ecological network.

For national and local sites, where it has been demonstrated that significant harm cannot be avoided appropriate mitigation or, as a last resort, replacement or other compensation will be required, to accord with the hierarchy of sites. The location of appropriate mitigation, replacement or other compensation will be targeted, using a sequential approach, as follows:

- Within the development site
- In the immediate locality and / or within the core biodiversity area
- Within a Nature Improvement Area within the Borough
- Within a Nature Improvement Area elsewhere in the Liverpool City Region, and lastly,
- Elsewhere.

Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.

4. Development proposals which affect sites of nature conservation importance, priority habitats and/or priority or legally protected species must be supported by an ecological appraisal showing details of avoidance, mitigation and/or compensation, and management.
5. This policy also applies to sites which are recognised and designated during the Plan period as being of nature conservation importance, including land provided as compensation under this policy.

Key policy links

- NH1 Environmental assets
- NH3 Development in the Nature Improvement Area

National / regional context

- 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011)

Explanation

11.18 The policy focus, hierarchical approach and strategic priorities are in line with national guidance and legislation. The hierarchy of designated sites, priority habitats, and priority or legally protected species and their significance is set out in the policy and is:

- a) Sites of international nature importance. (This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites – often termed 'supporting habitat' - for example pink-footed geese feeding areas). In Sefton these are the Ribble & Alt Estuaries Ramsar site and Special Protection Area (SPA), the Mersey Narrows & North Wirral Foreshore Ramsar Site and Special Protection Area and the Sefton Coast Special Area of Conservation (SAC),
- b) Sites of national nature and geological importance, which in Sefton comprise Sites of Special Scientific Interest (SSSIs) and/or National Nature Reserves (NNRs) on the Sefton Coast,
- c) Sites of local nature and geological importance, which in Sefton comprise Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs) and Local Geological Sites (LGSs), and
- d) Priority habitats and species and legally protected species.

11.19 An ecological appraisal, which should be carried out by a suitably qualified ecologist, must support planning applications which affect designated nature or geological sites and / or priority habitats and species.

11.20 The designated sites are shown on the Policy Map, and the full list of Sefton's designated sites is set out in Appendix 2.

Agenda Item 8

- 11.21 Priority habitats and species are 'habitats and species of principal importance' for the conservation of biodiversity in England. The Secretary of State is required under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) to publish lists of priority habitats; the most recent review in 2007 listed 65 priority habitats and 1150 priority species. The Council, together with other public bodies (such as the Environment Agency), has a duty under the NERC Act to conserve biodiversity, including priority habitats and species.
- 11.22 In Sefton priority species include natterjack toads, sand lizards, Whooper swans and Pink-footed geese. Priority habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or local importance. Legally protected species include badgers, bats and water voles. Some habitats such as ancient woodland and ancient trees are irreplaceable because of their age and complexity, and cannot be recreated once they are lost.

Protection

- 11.23 Section 1 of the policy sets out the requirements for development which affects internationally important nature sites, whether in Sefton or elsewhere. Alternative solutions would be alternative locations, different scales or designs of development, or alternative processes, or not going ahead with the development. Alternatives should be considered at the earliest stage of development.
- 11.24 The Habitats Regulations Assessment of the Local Plan (in its Appendix) identifies a number of allocated sites where a site-specific Habitats Regulations assessment will need to accompany any planning application. This is primarily to allow the Council to assess whether the sites support species listed as being important in the designations of Sefton's Special Protection Areas and Ramsar sites and if so to make sure that appropriate protection is given to the integrity of this bird population. The Habitats Regulations Assessment of the Local Plan also refers to the need for site-specific Habitat Regulations assessments for development proposals that are likely to result in an increase of more than 1% in nitrogen inputs into the Sefton Coast Special Area of Conservation (SAC). Such proposals are likely to include those in or within 200 metres (m) of the SAC, and those which could increase traffic flows on roads within 200m of the SAC by over 1,000 vehicle movements per day or 200 heavy duty vehicle movements per day (in terms of annual average daily traffic flows). This might include housing developments of 200 or more homes, office developments of 7,000 m² or more, industrial estates of 15,000 m² or more, warehousing of 35,000 m² or more, hotels with 300 or more bedrooms and leisure facilities or exhibition centres of 9,000 m² or more.
- 11.25 Section 2 of the policy sets out the requirements for development which affects other designated sites.
- 11.26 Where there may be significant harm to national or local sites, or to priority habitats, section 3 of the policy applies. It sets out the relative weight which will be given to the reasons for and the benefits of development, and the impact on the nature conservation value of the site and its broader contribution to the ecological network. The policy also sets out the approach to appropriate mitigation, replacement or other compensation. Paragraph 118 of the Framework makes clear that if significant harm resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, planning permission should be refused.

Mitigation and compensation

- 11.27 Section 3 of the policy sets out the approach to avoidance, mitigation, and, as a last resort, compensation. The Council will prepare a Supplementary Planning Document (SPD) to provide more guidance on mitigation, compensation and enhancement. This will apply to both designated sites and habitats outside the designated sites that support species listed as being important in the designations of the internationally important sites. In this policy compensation means provision in kind, for example similar habitat elsewhere which supports the same range of species, rather than financial compensation. It is crucial to the strategic priority of 'no net loss' set out in paragraph 11.16 above that appropriate mitigation or, as a last resort, compensation is made. The location of appropriate mitigation, replacement or other compensation must follow the sequential approach set out in section 3 and should ideally be as close as possible to the development site. The immediate locality of the site

includes nearby sites in West Lancashire (including any future Nature Improvement Areas) or another district.

- 11.28 To comply with the Habitats Regulations 2010 (as amended), compensation for internationally important sites must be made before development begins, as set out in the policy. For other designated sites or species, mitigation, replacement or other compensation can take place as part of the development (during the development process). This compensation may be provided by the applicant direct, or through another person or organisation, such as a local land manager. It is sometimes termed 'biodiversity offsetting'. The SPD will include examples of how habitat for mitigation or compensation could be provided and managed.
- 11.29 Landowners and farmers in Sefton play a local role in managing land which includes important habitats, principally for farmland birds and pink-footed geese, or land in the Nature Improvement Area. Sefton Council owns or manages a number of sites, including much of the Sefton Coast. Partner organisations who own or manage such sites in Sefton include the Environment Agency (such as Lunt Meadows washland), the National Trust and Natural England (on the Sefton Coast), the Lancashire Wildlife Trust (such as north of Formby), the Canal and Waterways Trust (the Leeds and Liverpool Canal) and Mersey Forest and the Forestry Authority (for example Town Lane country park). In relation to the Sefton Coast the focus is first on avoiding impacts; where this is not possible mitigation options will be explored, including providing alternative functionally linked habitat for Special Protection Area/Ramsar species. The SPD will include examples of mitigation options, particularly in relation to pink footed geese.

Enhancement

- 11.30 The Plan encourages opportunities to enhance habitat within development sites, including within public open space or sustainable drainage schemes. These opportunities range, for example, from significant habitat creation within larger sites, including those released from the Green Belt, to 'bat boxes' or tree planting on smaller urban sites.
- 11.31 There will be opportunities for the Council and landowners or managers referred to in paragraph 11.28 above, to enhance these habitats or create new habitats including for farmland birds and pink-footed geese. This will enhance the ecological network and/or the Nature Improvement Area (NIA). This could be through changes to how green spaces are managed or habitat creation at a larger scale, funded from a variety of sources. More guidance will be set out in the SPD.
- 11.32 The purpose of the NIA, in line with the Framework, is to focus the opportunities for creating and enhancing habitats in order to achieve the greatest gains. This may include: mitigation, compensation or changes in land management. Thus the NIA offers a solution which enables sustainable growth and housing needs to be met without compromising Sefton's or the City Region's environmental assets. It is anticipated that funding would come from a variety of sources.

NH3 Development in the Nature Improvement Area

Development proposals within the Nature Improvement Area will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.

Key policy links

- NH1 'Environmental assets'
- NH2 'Protection and enhancement of nature sites, priority species and habitats'

National /regional context

- 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011)

Agenda Item 8

Explanation

- 11.33 This policy, together with other Plan policies and the Supplementary Planning Document seeks the enhancement of Sefton's natural assets, including restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate.
- 11.34 The Nature Improvement Area shown on the Policy Map is that part of the Liverpool City Region Nature Improvement Area which is within Sefton. In total there are sixteen NIA Focus areas in the City Region NIA, covering a range of habitats (these are shown in Appendix 2).

THE SEFTON COAST AND DEVELOPMENT

- 11.36 The 22 miles of the Sefton Coast help define Sefton and has played a significant role in the economic development of Sefton and the growth of its settlements. The Sefton Coast is one of the major natural assets of Sefton and the Liverpool City Region.
- 11.37 Policies ED1 'The Port and Maritime Zone', ED5 'Tourism', and ED8 'Southport Seafront' set out the principles for economic and tourism-related development in the Port and Southport Seafront areas of the Sefton Coast (both shown on the Policy Map) and elsewhere. Other Plan policies are also relevant, notably policies MN6 'Sefton's Green Belt' and NH2 'Protection and enhancement of nature sites, priority habitats and species'.
- 11.38 Development which relates to the management of the natural areas and landscape features of the undeveloped coast, including management of informal recreation and existing golf courses, will be supported in principle, subject to the provisions of this and other Local Plan policies and the national policy framework. The Council is committed to managing visitor pressure on the Sefton Coast, through mechanisms such as the Sefton Coast Partnership, Coast management plan and beach management plan.
- 11.39 The natural processes affecting the coast, especially the undeveloped coast, mean that parts of the Sefton Coast are subject to change. Climate change and rising sea levels are likely to increase coastal change, hence the importance of Sefton's natural sea defences.
- 11.40 This policy focuses on protecting and enhancing coastal processes, landforms and habitats, and managing tidal flood risk and development in relation to coastal change.

NH4 The Sefton Coast and development

1. Development must not:
 - a) Increase the risk of tidal flooding or coastal erosion through their impact on coastal processes
 - b) Impair the capacity of the coast to form a natural sea defence or adjust to changes in conditions without risk to life or property
 - c) Adversely affect water quality including the quality of the dune aquifer and bathing water quality
 - d) Adversely affect the integrity of sites of international nature conservation importance, taking into account appropriate mitigation, or as a last resort, compensation. Development which may have an adverse effect on internationally important nature sites will only be permitted where it can be demonstrated that there are both no alternatives and imperative reasons of overriding public interest and where compensatory provision has been made
2. Proposals which protect or enhance informal recreation, proposals for new coastal flood defences, flood risk management measures, and essential landfall facilities for offshore installations will be supported, subject to other Plan policies.
3. Within the Coastal Change Management Area, development must take into account the risk of coastal

change and the vulnerability of the development and must:

- Be located in accordance with a sequential approach to risk and vulnerability,
- Be safe over its planned lifetime; and
- Provide wider sustainability benefits.

Key policy links and objectives:

- MN6 Sefton's Green Belt
- ED6 Tourism

National /regional context

- North Wales and North West England Shoreline Management Plan
- Marine Policy Statement

Explanation

- 11.41 It is important that development does not adversely affect the capacity of the coast to form a natural sea defence or adjust to changes in conditions. It is also important to protect, and where appropriate enhance, bathing water quality and the quantity and quality of the dune aquifer. This applies to development at or next to the coast and may apply to development more distant from it.
- 11.42 Ainsdale, Formby and Southport are formally designated as bathing beaches and are subject to rigorous checks and regulations relating to water quality.
- 11.43 The quality of watercourses, or surface water run-off, which flow into the sea affect bathing water quality. However, some factors which affect water quality such as agricultural practices are beyond the control of the planning process.
- 11.44 The self-contained aquifer within the dunes is crucial to the ecology of the dunes and other part of the internationally important nature sites and an important source of water for several golf courses in the area.
- 11.45 In some areas the Sefton Coast is extending, and this change is considered to be broadly positive. In other areas the undeveloped coast is vulnerable to coastal change and specifically to erosion, for example from south of Hightown and Altmouth northwards via Formby Point to the Ainsdale area. This is reflected by the Shoreline Management Plan whose policy approach here promotes 'managed re-alignment'. For the rest of Sefton's coastline, including the extending salt-marsh north of Southport Pier, the Shoreline Management Plan policy is to 'hold the line'.
- 11.46 Development within the Coastal Change Management Area, as shown on the Policy Map, must meet the requirements set out in this policy and in national policy and guidance. Where appropriate, conditions may be used to limit the lifetime of development requiring a coastal location to a temporary period, or to limit its use or occupancy, and to agree the approach for managing the development at the end of its planned life
- 11.47 Some coastal leisure facilities in Sefton are at risk from coastal change, notably Blundellsands Sailing Club at Hightown, and part of the National Trust's site at Formby Point. The National Trust's site is important for tourism and the local economy, ecology and nature conservation. It receives 350,000 visitors per year, many from outside the region. However, visitor facilities such as the car park are likely to be lost during the Plan period as a consequence of coastal change. The replacement of facilities threatened by coastal change will generally be supported.

Agenda Item 8

PUBLIC OPEN SPACE, COUNTRYSIDE RECREATION AREAS AND OTHER OUTDOOR SPORTS AND RECREATION FACILITIES AVAILABLE TO THE PUBLIC

- 11.48 Sefton’s public open space and other outdoor sports and recreation facilities available to the public are significant and important parts of the Borough’s green infrastructure. They provide recreation benefits including exercise through active sports, walking, cycling and use of play facilities. Sefton’s countryside recreation areas offer important opportunities for informal recreation in a countryside or woodland setting. Access to green space, trees and nature is also good for people’s health and well-being. Some public open spaces have heritage value, for example Botanic Gardens, Churchtown; Kings Gardens, Southport; Derby Park in Bootle; and Potters Barn and park, Waterloo.
- 11.49 National planning policy refers to the need to protect open space, which is defined as “All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.” The Council considers that in Sefton such open space comprises both public open space and other outdoor sports and recreation sites available to the public. Countryside Recreation Areas shown on the Policy Map are also important.
- 11.54 Policy NH5 deals with the protection of public open space and other outdoor sports and recreation facilities available to the public. Policy EQ9 ‘Provision of public open space, strategic paths and trees in development’ sets out the requirements for new provision of public open space, strategic paths and trees, linked to development.

NH5 Protection of public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public

1. The following types of development are acceptable in principle on public open space and other outdoor sports and recreation facilities which are available to the public:
 - a) Environmental improvements which enhance the site’s environmental quality or green infrastructure benefits, including built facilities necessary for the use of the site;
 - b) Other development proposals, where:
 - An assessment has been undertaken which has clearly shown the public open space or outdoor sports facilities to be surplus to Sefton’s standards; or
 - The loss of public open space or outdoor sports facilities resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity *and* quality in a suitable location;
 - The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
2. Development in Countryside Recreation Areas should protect and enhance their informal recreation use, subject to other Plan policies.

Key policy links

- Strategic policy NH1 Environmental assets
- EQ9 Provision of public open space, strategic paths and trees in development

Explanation

11.55 The policy aims to protect public open space (which is also accessible nature space) and other outdoor sports and recreation facilities which are available to the public, while allowing their recreation or other green infrastructure benefits to be enhanced. Sefton’s approach to protection of built sports facilities follows that in the Framework. The policy also aims to protect and enhance informal recreation in the Countryside Recreation Areas.

11.50 Sefton’s public open space in the urban area, which is shown on the Policy Map, comprises:

- Public parks (including local parks), and Blundellsands Key Park and play areas (mostly within the urban area)
- Public playing fields, pitches and outdoor sports sites
- Public nature sites
- Public water bodies used for recreation such Crosby Marine Lake, Southport Marine Lake and the canal and its towpath.
- Allotments
- Larger public amenity green spaces
- Public cemeteries in Southport and Thornton.

11.51 Public open space in the Green Belt includes the canal and its towpaths and some more formal parks or outdoor sports sites. This public open space is also accessible nature space. Natural England's 'Nature Nearby' (2010) recognises that accessible nature space is everyday nature, close to where people live, which takes many forms including nature sites, woodland, country parks but also urban parks and other public open spaces. There are also areas of the Green Belt which are particularly important for informal recreation, and these are identified as Countryside Recreation Area on the Policy Map. Like parts of the Sefton Coast, they are also accessible nature spaces.

11.52 Sefton's other outdoor sports and recreation facilities which are available to the public include:

- Club pitches and outdoor sports sites which are used by local teams and sports leagues (including bowling greens within the grounds of some of Sefton's public houses and sports club sites), which are identified within approved or forthcoming Recreation and Playing Pitch Strategies as being used by local leagues or teams; and schools outdoor sports facilities where there are formal agreements for use by local sports teams, clubs or organisations.
- Larger, landscaped churchyards and cemeteries to which the public have access for walking, cycling or quiet contemplation.

11.53 These sites are not specifically designated on the Policy Map as public open space as they are not generally in the direct control of a public body. Most lie within the Primarily Residential Area or Green Belt designations on the Policy Map.

11.54 The most recent Sefton Green Space Strategy (2008) and Recreation and Open Space Study (2009) remain the main basis for assessing existing local provision in relation to this policy, while policy EQ9 'Provision of public open space, strategic paths and trees in development' sets out the current basis for judging appropriate provision of new public open space in new housing development. The forthcoming Playing Pitch and Open Space and Recreation Strategies may result in revised standards, to guide the application of policy NH5 and EQ9.

11.55 Retention, provision and enhancement of public open space within or close to housing development sites, and in Countryside Recreation Areas, also makes an important contribution to managing recreation pressure on the internationally important nature sites on the Sefton Coast.

GOLF

11.56 Golf and especially the 'links' courses are important to recreation, tourism and the economy in Sefton. Southport Old Links golf course and Bootle 'Pay and Play' golf course have an important role for local recreation and both are in the urban area rather than the Green Belt. Bootle Golf course is centrally located within the built-up area of Bootle and Netherton. Southport Old Links golf course is on the urban edge, and is also a Local Wildlife Site. Part of Hesketh Golf Course, Southport is also in the urban area – the rest is in the Green Belt. These urban golf courses are subject to policy NH6 below.

NH6 Urban golf courses

Agenda Item 8

1. Development which enhances the recreation or environmental quality or other green infrastructure benefits of Bootle Golf Course will be acceptable in principle, including built facilities necessary to the golfing use of the site.
2. Proposals for other development which sustains the viability and quality of a golfing facility at Bootle Golf Course will be considered on their merits, having particular regard to:
 - The scale and type of development,
 - Enhancements to the golf and recreation facilities,
 - Highways and access issues, and
 - Design, access and amenity considerations.
3. Development which enhances the recreation or environmental quality or other green infrastructure benefits of Southport Old Links Golf course and protects or enhances the Local Wildlife Site will be supported.
4. Development which enhances the recreation or environmental quality or other green infrastructure benefits of the part of Hesketh Golf Course in the urban area and protects or enhances the Site of Special Scientific Interest and Local Wildlife Site and Local Geological Site will be supported.

Key policy links

- NH1 Environmental assets
- NH2 Protection and enhancement of nature sites, priority habitats and species

Explanation

- 11.57 This policy aims to retain the provision of golf facilities at Bootle Golf Course, at Southport Old Links Golf Course and the part of Hesketh Golf Course within the urban area. These urban golf courses are shown on the Policy Map. At the same time the policy aims to protect and enhance the Site of Scientific Interest and Local Wildlife Site at Hesketh Golf Course and the Local Wildlife Site at Southport Old Links Golf Course. [Development proposals for Southport Old Links Golf course or Hesketh Golf Course \(including in the Green Belt\) should be accompanied by a site specific Habitats Regulations assessment and provide appropriate protection to the integrity of the internationally important nature sites.](#)
- 11.58 The policy also provides a strategic framework for assessing development proposals on Bootle Golf course. These may be proposals for ancillary development at Bootle Golf Course which would help to ensure that the continued provision of golf facilities remains viable. These golf courses are shown on the Policy Map.

LANDSCAPE CHARACTER

- 11.59 Sefton's rural landscapes, including its historic landscapes, are an environmental asset which contributes to Sefton's distinctive character. The main features are Sefton's generally flat, low lying, and open character, linked to the Coast and Lancashire Plain. These landscapes have evolved to their present form over thousands of years from a combination of natural geomorphological changes and human influence. The more notable historic landscapes and settlements occur around North Meols / Churchtown, Formby Hall, Ince Blundell, Little Crosby and Thornton, Lydiat Hall, Melling Rocks and Melling House.

NH7 Rural Landscape Character

Development in the rural area must protect, enhance or restore landscape character, as appropriate.

Key policy links:

- MN6 Sefton's Green Belt

National /regional context

- National Landscape Character
- Merseyside Historic Landscape Characterisation Project

Explanation

11.60 The rural area in Sefton coincides with the area designated as Green Belt, and so in effect this policy applies only to the Green Belt. The policy aims, where appropriate, to protect, enhance or restore landscape character in the rural area, as a result of development. Development should not harm the significant characteristics of the particular rural landscape. A proportionate approach will be taken depending on the qualities and significance of the affected landscape, as set out below. More information about these significant characteristics is to be found in the Landscape Character Supplementary Planning Guidance (SPG) (2003) and the Landscape Assessment (2014).

11.61 The need for protection will generally increase with the rarity of the landscape locally (and in some cases regionally), the quality of the site's landscape character, and historical significance. Where viable and appropriate, landscape character should be enhanced. Greater enhancements may be needed where the wider landscape is degraded, for example close to major route corridors (such as the M58, M57 and railway) or within areas which were formerly landfill sites such as the Rimrose Valley (between Crosby and Bootle) and Sefton Meadows (south of Maghull).

MINERALS

11.62 Sefton Council is a Minerals Planning Authority and the Local Plan is required to consider mineral resources and the needs of minerals development. Minerals are a finite resource and can generally only be worked where they are found. For the purposes of policy NH9 the term 'minerals' refers to primary and secondary or recycled aggregate minerals, industrial minerals and energy minerals including coal and other hydrocarbons such as oil and gas.

NH8 Minerals

1. To minimise the need for minerals extraction, the use of recycled, secondary and substitute materials will be encouraged. Mineral resources found to be present on sites intended for development will be expected to be extracted for beneficial use prior to development taking place, unless special circumstances can be demonstrated that justify proceeding without prior extraction.

2. The Port of Liverpool and strategic rail freight links suitable for the movement of minerals will be safeguarded from inappropriate development. Proposals for non-mineral related development that may threaten the functioning of the wharfage of the Port of Liverpool, transport links or other infrastructure through which minerals are landed, processed (including secondary and recycled materials) and trans-shipped, will only be permitted where it can be demonstrated that:

- The infrastructure is not required for mineral purposes, and is unlikely to be so in the future; or
- There is an overriding case for development taking place;
- Equivalent alternative infrastructure capacity exists which is able to meet commercial needs.

3. Proposals for the exploration, extraction, storage, processing and distribution of minerals will be permitted if all of the following criteria are met:

- Adverse impacts relating to any criteria set out in Section 4 of this policy can be avoided or appropriately mitigated;
- The developer must demonstrate the proposed location for the development is suitable, taking into account factors such as environmental, geological and technical issues;

Agenda Item 8

- Restoration and aftercare of sites will be implemented at the earliest opportunity and to an agreed timescale, to a standard and manner consistent with the agreed end use and the context of its surrounding area including its character, setting and landscape.

4. Planning and environmental criteria to be taken into account when considering planning applications for minerals development are as follows:

- Amenity (e.g. dust, noise and vibration);
- Air quality;
- Lighting;
- Visual intrusion into local setting and landscape;
- Landscape character;
- Traffic, including air and rail, and access;
- Risk of contamination to land;
- Soil resources;
- The impact on best and most versatile agricultural land;
- Flood risk and drainage;
- Land stability;
- Ecology, including habitats, species and designated sites and particularly the internationally important nature sites;
- Heritage assets and their setting.

Key policy links and objectives:

- MN7 Sefton's Green Belt
- NH2 Protection and enhancement of nature sites, priority habitats and species
- Policy WM8 "Waste Prevention and Resource Management" of the adopted Waste Local Plan

Explanation

11.63 Sefton has no active aggregate or industrial mineral extraction sites or any known resources considered likely to be commercially viable during the period covered by the plan. Therefore no mineral safeguarding areas are defined. Sefton has a number of active materials recycling facilities that supply recycled and substitute materials to the construction market. The Port of Liverpool and Sefton's transport infrastructure facilitates the landing and transhipment of minerals, including aggregates from marine and onshore sources. Policy NH8 provides for these facilities to be safeguarded in the interests of facilitating the continuing supply of minerals.

11.64 There are current licences for onshore oil and gas exploration which cover parts of Sefton, whilst other licenses are due to be awarded by government in 2015. Licences are for oil and gas and do not distinguish between conventional and unconventional (such as shale gas) extraction. Such licences are awarded nationally in blocks and are not subject to influence or control by the Local Plan. There are permitted development rights to carry out a variety of mineral exploration processes, so planning permission is often not required. Furthermore, large scale schemes are likely to be dealt with through the National Strategic Infrastructure system.

11.65 Proposals for any development should not lead to proven or potential mineral resources being sterilised. Changes in land use which may jeopardise the minerals resource will be resisted unless the need for the development outweighs the benefits of the mineral resource.

11.66 The following constraints are likely to affect any proposed mineral (including hydrocarbon) applications in Sefton:

- International and national environmental designations
- National heritage designations and assets
- Urban areas

- 11.67 Applications for the exploration, appraisal and production of minerals may require an Environmental Impact Assessment and/or Habitats Regulations Assessment. Applicants should liaise at the earliest possible opportunity with the Council to determine the requirements for these assessments to enable the Minerals Planning Authority to comply with their regulatory requirements.
- 11.68 Sefton will maintain its commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party and through the annual production of a Local Aggregate Assessment (LAA). This is a principal component of the evidence base to inform Sefton's future role in facilitating the appropriate supply of aggregate minerals.

Energy Minerals

- 11.69 There is no current energy mineral extraction within Sefton. However, active oil and gas fields are present offshore, coal measures are present in neighbouring authorities and Sefton is within the area identified as having potential for the presence of potentially viable shale oil and gas resources. These are termed 'unconventional hydrocarbons' because novel extraction methods are required which include horizontal drilling and hydraulic fracturing [or 'fracking']. The licences issued for onshore hydrocarbon extraction which cover parts of Sefton on the Policy Map. However, while Sefton is required to show these licences on the Policy Map, they are not subject to any local authority control and the Local Plan cannot influence them.. Additional licences may be issued that cover other parts of the borough and the Policy Map will be updated when that occurs. The Government allocates new licences and produces regularly updated maps showing those areas currently under licence.
- 11.70 There are three phases of onshore hydrocarbon extraction: exploration, testing (appraisal) and production. Applications for energy mineral development require planning consent at each phase of onshore hydrocarbon development and the Council will advise applicants on the scope of information required to support applications at each stage. Some exploration work or testing, such as initial seismic work, may not require consent from the planning authority. The exploratory, appraisal or production phase of hydrocarbon extraction can only take place in areas where a licence has been issued under the Petroleum Act 1998 (Petroleum Exploration and Development Licence, or PEDL).
- 11.71 There are a number of issues that are covered by other regulatory regimes. Whilst the planning authority will need to be satisfied these issues can or will be adequately addressed through information supplied by the applicant and advice from the relevant regulatory body, they will not need to carry out their own assessment. These issues include:
- Mitigation of seismic risks;
 - Well design and construction;
 - Well integrity during operation;
 - Operation of surface equipment on the well pad;
 - Mining waste;
 - Chemical content of hydraulic fracturing fluid;
 - Flaring or venting of gas;
 - Final off-site disposal of water, including waste water and "returned" water;
 - Water supply;
 - Well decommissioning/abandonment.

Development Management Requirements

- 11.72 All proposals for minerals, aggregates, oil or gas, or hydraulic fracturing of shale gas exploration, extraction, storage, processing and distribution should be accompanied by:
- An operations statement, setting out how the impacts of development will be minimised;
 - For shale gas proposals, the Environmental Risk Assessment produced to comply with the Government's Regulatory Roadmap;
 - A statement of compliance with each part of policy NH9;
 - Information to enable Sefton Council as Competent Authority to complete Habitats Regulations Assessment;

Agenda Item 8

- A restoration and aftercare plan.

11.73 Additionally, depending on the nature, location and scale of proposals, the following may also be required:

- Transport Impact Assessment;
- Economic Impact Assessment;
- Infrastructure Statement covering water, gas and grid connection;
- Cumulative Impact Statement.

11.74 In addition to the above, the Council would find it helpful to receive through pre-application discussions and/or in support of an application information that addresses the following matters:

- Impacts to health, wellbeing and equality;
- Community impacts, including any funds and/or works accruing from the proposals for community benefit, predicted new employment for local people and benefits for local businesses.

SEFTON'S HERITAGE ASSETS AND BUILT HERITAGE

11.79 Sefton's heritage assets and built heritage make an important contribution to its local distinctiveness, environmental quality, health and well-being and cultural heritage. Sites and buildings which have historic interest are known as 'heritage assets'. These are often regarded as attractive aspects of an area, contribute to local distinctiveness and can be a focus of local pride. The most important and significant heritage assets have statutory designations. Sefton's designated heritage assets include Listed Buildings, Scheduled Monuments, Registered Parks and Gardens and Conservation Areas; currently:

- Over 560 entries on the List of Buildings of Special Historic or Architectural Interest including more than 830 individual buildings.
- 25 Conservation Areas
- 5 Parks and Gardens on the national register of Parks and Gardens of Special Historic Interest
- 13 Scheduled Monuments.

11.80 Not all of Sefton's historic buildings, areas, parks, sites or structures or other features of historic, heritage or cultural value meet the quality required for national designation and statutory protection, but they may have a level of local or regional interest. The local heritage value of Sefton's varied undesignated heritage assets is a material consideration when determining planning applications.

11.81 The heritage assets' policies NH9 – NH14, together with Strategic Policy NH1 'Environmental Assets', seek to protect Sefton's heritage from harm, according to their designations and significance. However, appropriate change will be acceptable. Where appropriate, Sefton Council will support proposals for sensitive adaptation or accommodate new uses to secure their long term future. Development proposals should sustain and enhance the heritage value of sites.

11.82 Development offers the opportunity to enhance the public appreciation and enjoyment of Sefton's historic areas. Where development proposals relate to a heritage site which has deteriorated, or which has been harmed by inappropriate development, opportunities should be taken to reveal the heritage interest of the site better. Opportunities should be taken to make repairs, reinstate missing architectural features, undo previous inappropriate changes and secure the long term maintenance of the site's features.

11.83 Proposals for the development of a heritage asset will ideally be in support of its 'optimum viable use.' This is the use which is viable, and where the changes are optimum in terms of entailing the least harm to the important features of the heritage asset. The 'optimum viable use' is not necessarily the most profitable use. The most profitable use may be less than optimum in terms of its impact on the heritage asset.

- 11.84 The advice of suitably qualified persons should be sought by applicants in relation to proposals which are likely to affect heritage assets. A written 'heritage statement' prepared by a suitably qualified person must accompany all applications that affect designated and non-designated heritage assets, to show how the special heritage value of the site has been taken into account. Through the heritage statement applicants should show that they understand what is special about the heritage asset and show how the changes proposed might impact on its special features. Sources of information which can be consulted to help find out about the value of a heritage site are varied. They include the Historic Environment Record, local libraries and archives and property deeds.
- 11.85 In order to make the most of the benefits of Sefton's historic environment the Council will prepare a Heritage Strategy which will set out a positive and proactive strategy for Sefton, in line with the Framework, other national guidance and this policy. The Heritage Strategy will include:
- Overview of the range of social, cultural and environmental benefits heritage brings
 - How heritage assets will be conserved, sustained and enhanced
 - The features which contribute to the character of Sefton's towns and villages
 - Identifying opportunities for enhancement to heritage assets most at risk through neglect or decay
 - Identifying opportunities for funding to help enhance heritage assets and their settings.

DEMOLITION OF SEFTON'S HERITAGE ASSETS

- 11.86 The policy generally seeks to protect designated and non-designated heritage assets from demolition or harm. The presumption is against substantial harm to, or total loss of, significance of a designated heritage, as, once, lost heritage assets cannot be replaced.

NH9 Demolition or substantial harm to Designated Heritage Assets

1. Development which results in substantial harm to, or demolition of, a designated heritage asset or its setting will not be permitted.

Key policy links

- NH1 Environmental Assets

Explanation

- 11.87 The presumption is against substantial harm to, or total loss of, the significance of designated heritage. This includes Listed Buildings, Scheduled Monuments, Registered Historic Parks and Gardens and buildings which contribute to Conservation Areas. Proposals which cause harm, substantial harm or loss will be assessed against this policy, legislation and national policy. Demolition or substantial harm to a designated heritage asset area may be acceptable where the tests of legislation and national policy are met. The main considerations will include whether:
- a) The costs of bringing a heritage asset back into use outweigh its heritage significance and the economic, environmental, social and cultural benefits derived from ongoing use. Any additional costs which have developed as a result of deterioration as a result of the owner deliberately neglecting or damaging the building will not be taken into account.
 - b) The site has been marketed for sale for a reasonable period for a realistic price.
 - c) The asset is genuinely redundant and prevents all reasonable uses of the site with no opportunities to utilise it in a wider context.
 - d) The long term public benefits of the scheme outweigh the heritage significance of the asset and there are no other means to deliver similar benefits e.g. alternative sites/designs. Benefits arising from demolition or development which are limited to personal circumstances, preferences or personal financial gain will not be considered to be 'public benefits' and will not weigh in favour of proposals that harm heritage assets.

Agenda Item 8

- e) Charitable or public funding opportunities are unavailable.
- f) The losses to the heritage value of the site have been minimised.
- g) The design of any replacement development is of a high standard, appropriate to its context.

11.88 Planning applications for demolition should include details of any remediation or mitigation works and/or redevelopment. Such proposals should be submitted concurrently, forming part of the same application where possible.

11.89 Where proposals include demolition and redevelopment In a Conservation Area or Historic Park or Garden, an uninterrupted, phased programme for the development must be agreed and a contract signed before the building or structure is demolished, where appropriate. If losses are agreed, assets should be recorded, analysed and reported where appropriate. This is to prevent 'gaps' appearing in the townscape and is particularly important where there may be a delay between demolition and redevelopment.

WORKS AFFECTING LISTED BUILDINGS

11.90 Listed Buildings are listed by English Heritage because of their special architectural or historic interest. Where the Listed Building is within a Conservation Area or Registered Park and Garden or is associated with one or more other heritage assets, the other relevant heritage policies, together with other Plan policies, will also apply.

11.91 Sefton's Listed Buildings are spread across Sefton, in both rural and urban areas. Different types of buildings and structures are listed including phone boxes, churches, country houses and other homes, commercial, agricultural and industrial buildings. Sefton's only Grade I listed building is St Helen's Church in Sefton village. The greatest concentration of listed buildings is in Lord Street Conservation Area, Southport, which includes the cast iron verandahs that give Lord Street its characteristic appearance. The features of listed buildings which it is desirable to preserve are therefore extensive and varies with the type of building and the reasons why it is special.

11.92 The policy aims to preserve the fabric and features of special architectural or historic interest, the building and its setting

NH10 Works affecting Listed Buildings

1. Works affecting a Listed Building or its setting will only be permitted where:
 - a) Any alterations preserve the historic fabric and features of the building and/or its setting which are important to it.
 - b) Any new additions are well designed and respect the special architectural or historic interest of the building.
 - c) New development in the building's setting respects and conserves historic and positive existing relationships between the listed building and its surroundings.
 - d) Development does not undermine the long term economic viability of the listed building or otherwise harm options for its long term maintenance.

Key policy links

- NH1 Environmental Assets
- NH9 Demolition or substantial harm to Designated Heritage Assets
- NH11 Development affecting Conservation Areas

Explanation

- 11.93 The fabric and features of special architectural or historic interest of Listed Buildings which must be preserved include:
- The building's age (e.g. the physical fabric and structural make-up of the building)
 - Remnants of past use; (e.g. historic shopfronts, signage, internal layout)
 - The building's architectural form, design and layout
 - Architectural features such as sash windows, doors and other joinery details, plasterwork, ironwork, stonework
 - The aesthetic appearance of the interior and exterior;
 - Historic events, or notable people, associated with the building
 - Technology (e.g. sash windows, machinery, roof structures)
 - Cultural or communal values (e.g. war memorials, foundation stones, old place names)
 - The building's socio-economic status, (e.g. nature of decoration, scale).
- 11.94 Extensions or additions to a Listed Building, or development affecting its setting, must be designed to respect the special architectural or historic interest of the building by taking account of a range of factors. These include:
- Massing, height and layout of the listed buildings and any curtilage buildings
 - Scale, proportions, relief and rhythm of features and openings within the facade of the listed building and curtilage buildings
 - Nature, quality, colours and textures of materials used in the construction of the listed building curtilage buildings and features
 - Roofscape of the listed building and curtilage buildings
 - Impact on the setting of the listed buildings and curtilage buildings including the layout of gardens and grounds, important views and sightlines, and relationships with other features
 - The need to retain the primacy of the listed buildings and curtilage historic buildings.
 - Streetscape, pattern, layout and, character of the area.

DEVELOPMENT AFFECTING CONSERVATION AREAS

- 11.95 There are currently 25 varied Conservation Areas across both historic rural villages and historic parts of Sefton's urban areas including Bootle, Crosby, Formby, Maghull and Southport. These are shown on the Policy Map and on Sefton Council's website.
- 11.96 Conservation Areas are a sum of their parts, made up of many individual buildings, gardens, open spaces, roads and other historic features. As the character of the Conservation Area cannot be preserved as a whole unless the character of its individual historic features are also preserved, the policy aims to achieve this. The historic features which should be conserved include:
- Architectural features and overall appearance of buildings
 - Historic open spaces
 - Street patterns, characteristics of grain and layout
 - Patterns and mix of use
 - Height and orientation of building lines
 - Roofscapes
 - Locally distinctive materials
 - Historic associations.

NH11 Development affecting Conservation Areas

1. Development within conservation areas or affecting their setting will only be permitted where the proposal is of high quality design and preserves or enhances the character or appearance of the conservation area or its setting. Changes of use within conservation areas should retain the mix of uses which are characteristic of the area.
2. Development which affects features which positively contribute to a conservation area or its setting will only be permitted where:

Agenda Item 8

- a) Replacement or new features are of an appropriate style and use materials which are sympathetic to the age, architecture and features of the affected property
 - b) Extensions, alterations or additions respect the layout and historic pattern of development in the conservation area affected
 - c) Hard and soft landscape features which contribute to the historic value of the site to the conservation area are retained (including historically significant features from previous uses), and
 - d) The character of historic boundary treatments, patterns of trees and planting in the conservation area are retained and enhanced.
3. Development which affects sites or features which do not contribute positively to the character or appearance of the conservation area, must enhance the site or conservation area.

Key policy links

- NH1 Environmental Assets

Explanation

11.97 When determining planning applications affecting Conservation Areas, the Council must pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

11.98 This policy reflects the Council's commitment to managing Sefton's Conservation Areas positively. It seeks to make sure that they preserve their character and appearance so that changes arising from development preserve and, where possible, enhance the importance of the features which give the Conservation Area its value. This policy sets out how this should be achieved.

11.98 Sections 2 c) and d) are relevant where the siting or layout of trees and gardens and landscape features is locally distinctive. For example, in Birkdale Park Conservation Area plots are laid out to the designs of a noted landscape architect, and include feature trees, distinctive boundary planting, large spreads of lawn, and decorative rockeries. In Blundellsands Park Conservation Area sand dunes are used for boundaries and are important aspects of local character.

11.99 Where development presents an opportunity for improvements to be made, enhancements will be required. Where replacement or new features such as windows and boundary treatments are proposed, it will be expected that new features do not repeat any previous inappropriate development, but are designed to respect the historic character and appearance of the site and Conservation Areas. Where larger scale developments are proposed, such as where a building is being redeveloped, works should normally involve enhancements such as removal of inappropriate extensions and improvements to the setting of the building.

11.100 The policy also seeks to manage, where appropriate, changes of use and historically significant patterns of use within Conservation Areas where this might affect the character of the conservation area.

11.101 The cumulative impact of relatively minor works – including works or development which does not usually require planning permission - can sometimes have a detrimental impact on their appearance and character. The Council will consider use of 'Article 4 Direction' powers to restrict the scope of 'permitted development rights' if appropriate. Certain types of minor changes or development do not require planning permission. These are called 'permitted development rights', deriving from a general, national planning permission granted under the Town and Country Planning (General Permitted Development) Order 1995, as amended.

11.102 Further guidance and information about development and Conservation Areas is available on the Sefton Council website. This includes Conservation Area Appraisals and management policies, where these have been prepared. These define the individual characteristics which contribute to the character of the Conservation Area and identify opportunities for enhancement.

DEVELOPMENT AFFECTING REGISTERED PARKS AND GARDENS

11.103 Registered historic parks and gardens are designated by English Heritage in recognition of their special historic interest, which gives an added dimension to their use and enjoyment by visitors. There are five of these heritage assets in Sefton:

- Botanic Gardens, Churchtown (grade II)
- Hesketh Park, Southport (grade II*)
- Ince Blundell Hall, Ince Blundell (grade II*)
- King's Gardens and South Marine Gardens, Southport (grade II)
- Derby Park, Bootle (grade II).

All but Ince Blundell Hall are also public open spaces.

NH12 Development affecting Registered Parks and Gardens

1. Development within a Registered Historic Park or Garden or affecting its setting will only be permitted where the development relates well to the significant features of the historic park or garden, and is of high quality design, which is sympathetic to the special interest and function of the site.
2. Development affecting the setting of a registered historic park or garden must maintain the aspects of its setting which contribute to its significance including views into and out of it, and the general relationship between the park or garden and the character of the surrounding landscape or townscape.

Key policy links

- NH1 Environmental Assets
- NH9 Demolition or substantial harm to Designated Heritage Assets
- NH10 Works affecting Listed Buildings
- NH11 Development affecting Conservation Areas

Explanation

11.104 This policy aims to conserve the significant features of Sefton's Registered Parks and Gardens, in line with legislation and national guidance. Proposals will be assessed in terms of how well the scale, massing, materials and siting of the development relates to the significant features of the Registered historic park and garden e.g. the layout of the garden, its buildings and structures. Features which may be considered significant include:

- Historic layout including how its evolution over time
- Historic buildings and structures
- Historic landscape features such as grottoes, paving etc
- Water features
- Topography, geology and landforms
- Soft landscaping including trees, lawns and planting beds
- Views within, into and out of the gardens
- Historic relationships between features
- Features which relate to historic functions and activities.
- The character of the setting of the park or garden, for example whether it is built-up, open, coastal or rural.

DEVELOPMENT AFFECTING ARCHAEOLOGY AND SCHEDULED MONUMENTS

11.105 Sefton contains archaeological sites which hold evidence of the area's social history and agriculture spanning thousands of years. Some archaeological sites of national importance benefit from statutory designation as 'Scheduled Monuments', and works or activities on these sites or in their vicinity may require Scheduled Monument Consent from the Secretary of State.

11.106 Sefton has a relatively high number (13) of Scheduled Monuments in comparison to neighbouring authorities. All are Medieval in origin and predominantly comprise cross bases. There are also three

Agenda Item 8

moated sites and a domestic chapel and burial ground. All include above ground remains or landforms. They are therefore vulnerable to decay and damage. Development should not impact on them and they should be preserved where they are.

11.107 Where a non-designated archaeological site is of national importance it is legally subject to the same protection as a Scheduled Monument.

NH13 Development affecting archaeology and Scheduled Monuments

1. Development affecting, or within the setting of, Scheduled Monuments or nationally important archaeological sites will only be permitted where the development does not detract from the importance of the site. Historically significant relationships between features within the site and between the site and its surroundings must be retained.
2. Development which harms the archaeological interest of buildings, and development on or within the setting of non-designated archaeological sites, will not be permitted unless the benefits of the proposals outweigh the loss and:-
 - a) the nature and value of the archaeology is well understood,
 - b) the development has been designed to minimise harm to the archaeology, and
 - c) provision is made for recording, reporting and interpretation where appropriate.

Key policy links

- NH1 Environmental Assets
- NH9 Demolition or substantial harm to Designated Heritage Assets

Explanation

11.108 The aim of the policy is to protect Sefton's Scheduled Monuments and archaeology from inappropriate development. Where it becomes apparent during the planning process that works could be harmful to important archaeological remains which should be left in situ, development proposals will need to be modified or permission will be refused.

11.109 Information about Sefton's sites with archaeological interest is held within the Historic Environment Record (HER). This is updated when new sites are discovered. Where proposed development is on previously undeveloped land, or is believed to have potential to affect a historic asset of archaeological value, applicants should consult the HER in order to determine if archaeological assets may be present. If this shows the site is known, or likely, to contain historic or archaeological assets, information about these should accompany applications. The information should describe the likely impacts on the archaeological asset, the actions to be taken to minimise any impacts and any proposed mitigation. Desktop assessments or preliminary fieldwork may be required to support applications.

DEVELOPMENT AFFECTING NON-DESIGNATED HERITAGE ASSETS

11.110 Sefton's has a variety of non-designated, locally important, heritage assets which include:

- Buildings, structures and monuments, historic gardens, green spaces and parks, historic designed, semi-natural and natural landscapes, historic townscapes, or areas of local distinctiveness where a coherent historic character is discernible across a broad area.
- Archaeological sites,

The Council intends to develop a 'local list' of heritage assets in accordance with best practice guidelines, so that local heritage can be more readily identified.

NH14 Development affecting non-designated heritage assets

Development affecting a locally listed asset or its setting, or an undesignated heritage asset or its setting will be permitted where the aspects of the asset which contribute to its significance are conserved or enhanced.

Key policy links

- NH1 Environmental Assets

Explanation

11.111 The policy aims to conserve or enhance the aspects of Sefton's non-designated, locally-important, heritage assets. Such assets which are likely to be affected by development proposals should be identified early in the design process, so that the development proposals avoid harm and maximise the heritage benefits.

11.112 The policy approach recognises that the value of heritage which is not designated varies, and generally those which have a greater level of historic interest and value to the community will be afforded greater protection.

11.113 Sefton aims to identify locally designated heritage assets to help clarify which sites this policy will apply to. The Council will consider use of 'Article 4 Direction' powers or legal agreements to restrict the scope of 'permitted development rights' if appropriate.

Agenda Item 8

CHAPTER TWELVE PLAN IMPLEMENTATION AND MONITORING

IMPLEMENTATION

- 12.1 The primary responsibility of implementing the policies in this Local Plan will be with Sefton, through its role as Local Planning Authority, specifically the Development Management team. In addition input will be provided from others teams in Sefton on issues such as transport, environment, ecology, flood risk and drainage, public health, economic development, investment, infrastructure, leisure, housing, social care and wellbeing. Advice is also provided on planning proposals from a range of external statutory bodies, such as the Environment Agency, Natural England and English Heritage.
- 12.2 In addition to policies in this Local Plan it is intended to review and, if necessary, update or replace the range of Supplementary Planning Documents [SPDs] that support Local Plan policies. These SPDs will add further detail on how the policies will be implemented. Development briefs and information notes may also be published to help provide further guidance to developers and others on how the policies should be implemented.

ENFORCEMENT

- 12.3 Effective enforcement is important as a means of protecting the public from inappropriate development and implementing the Local Plan effectively through proper planning decisions and effective monitoring and enforcement. The Framework states in paragraph 207 that the LPA should act proportionately to suspected breaches of planning control.
- 12.4 Whilst legislation imposes no duty on the Council to utilise its enforcement powers in respect of breaches of planning controls, the Council is nevertheless committed to taking action where it is practical, reasonable, and necessary to do so in the wider public interest. It is a criminal offence to not comply with an enforcement notice and some breaches of planning control are also criminal acts (for example unauthorised works to a Listed Building and the unauthorised display of advertisements).
- 12.5 In considering any enforcement action, the Council will decide whether the harm is sufficient to warrant further action being taken in the public interest.

PIM1 Planning Enforcement

1. The Council will act proportionately in the extent to which it investigates and pursues breaches of planning control.
2. Where it is considered expedient and in the wider public interest to do so, the Council will take the necessary appropriate action to secure compliance with planning related controls, utilising its powers under the relevant planning, advertisement and conservation acts, policies and guidance to ensure compliance.
3. Where it is considered appropriate to do so, the Council will seek to prosecute those who fail to comply with any statutory planning enforcement notice. Powers under the various planning acts allowing direct action to be taken to remedy breaches of statutory notices may also be utilised where appropriate.

Key policy links:

- Strategic policy Environmental assets and risks

National /regional context

- Framework especially para 207

MONITORING

- 12.6 A central element of the implementation of planning policies is assessing their effectiveness through robust monitoring mechanisms. The Council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the Authority's Monitoring Reports which will be published at least annually. Results of monitoring will be used to inform any change to policies or additional actions considered to be required. Monitoring is also central to the mechanisms for criteria based policies, for example in order to maintain a five-year housing land supply.
- 12.7 The Monitoring Framework has been produced to outline how policies in the Local Plan will be monitored. The Monitoring Framework is set out in Appendix 3. It is intended that the list of indicators will be amended occasionally to enable additional indicators to be identified as they become available or to meet the monitoring requirements of future Local Plan documents such as Area Action Plans or Supplementary Planning Documents.
- 12.8 Earlier chapters of the Plan set out the Council's commitment to managing visitor pressure on the Sefton Coast through mechanisms such as the Sefton Coast Partnership, Coast and beach management plans; and through management of public open space away from the Coast – protecting public open space, Countryside Recreation Areas and other outdoor sports and recreation facilities available to the public, and new public open space provision. These chapters also note that local authorities in the City Region, Natural England and other partners continue to work together to manage visitor pressure on the Sefton Coast. It may be that in future this requires a more formal framework or strategy for the delivery of enhanced access management to the European sites when necessary, to be informed by the collation of visitor survey data. Natural England is commissioning work on recreational disturbance to the City Region internationally important nature sites to inform any future strategy.

National /regional context

- The 2004 Planning and Compulsory Purchase Act (section 35).
- The 2011 Localism Act
- 2012 Local Planning Regulations
- The Habitats Regulations 2010 (as amended)

Agenda Item 8

Appendix 1 - Site Specific Requirements

The requirements set out below are not intended to be exhaustive.

MN2.2 Land at Bankfield Lane, Southport

Development of this site must:

- take all vehicular access from an expanded Blundell Lane;
- provide an additional pedestrian / cyclist access directly onto Bankfield Lane; and
- provide new public open space, habitat creation, and Sustainable Drainage Systems on the adjacent land designated as 'Proposed Open Space'.

MN2.4 Land at Moss Lane – Churchtown South

Development of this site must:

- provide for the widening of Moss Lane between the Roe Lane/Mill Lane roundabout and Three Pools Waterway, to a minimum width of 6 metres with 2 m wide footways on either side. This can be achieved within the existing highway boundary.

MN2.5 Land at Crowland Street, Southport

Development of this site must:

- take all vehicular access from Foul Lane.

MN2.6 Land adjacent to Dobbies Garden Centre, Benthams Way, Southport

Development of this site must:

- take all vehicular access from Benthams Way; and
- provide pedestrian / cyclist links through the site from Benthams Way to Broome Road, and into the adjacent country park.

MN2.7 Land at Lynton Road, Southport

Development of this site must:

- provide a contribution towards improvements to the Waterloo Road / Lynton Road junction.

MN2.16 Land at Liverpool Road, Formby

Development of this site must:

- preserve the setting of grade II listed Loveladys Farmhouse and adjacent buildings by leaving the far west of the site (south of the existing gymnasium) open; and
- be served by a single point of access onto Liverpool Road.

MN2.19 Land at Andrew's Close, Formby

Development of this site must:

- provide new public open space, Sustainable Drainage Systems and habitat creation on the adjacent land designated as 'Proposed Open Space'; and
- provide for the connection of the existing Formby foot path no. 35 through the development onto Andrew's Lane.

MN2.23 Land at Southport Old Road, Thornton

Development of this site must:

- take the majority of vehicular access to the site from a new signal controlled junction onto Park View, also serving site MN2.24; and
- incorporate a pedestrian and cycle route through the site to connect with sites MN2.24, MN2.25, and MN2.26, and the path north of Thornton Cemetery.

MN2.24 Land at Holgate, Thornton

Development of this site must:

- take all vehicular access to the site from a new signal controlled junction onto Park View, also serving site MN2.23; and
- incorporate a pedestrian and cycle route through the site to connect with sites MN2.23, MN2.25, and MN2.26, and the path north of Thornton Cemetery.

MN2.25 Land at Lydiate Lane, Thornton

Development of this site must:

- take primary vehicular access from a new roundabout onto Lydiate Lane, that also serves site MN2.26; and
- incorporate a pedestrian and cycle route through the site to connect through sites MN2.23, MN2.24, and MN2.26, and the path north of Thornton Cemetery.

MN2.26 Land south of Runnell's Lane, Thornton

Development of this site must:

- take primary vehicular access from a new roundabout onto Lydiate Lane, that also serves site MN2.25; and
- incorporate a pedestrian and cycle route through the site to connect through sites MN2.23, MN2.24, and MN2.26, and the path north of Thornton Cemetery.

MN2.28 Land north of Kenyon's Lane, Lydiate

Development of this site must:

- include the widening of Kenyon's Lane to provide a 2 lane approach to the junction with the A59.

MN2.32 Land South of Spencers Lane, Melling

Development of this site must:

- provide a minimum of 15 dwellings to ensure an affordable housing contribution is required under policy HC1

MN2.33 Land at Wango Lane, Aintree

The partial development of this site must:

- be sited so that the connection between Grade II listed Valley House and its wider green / agricultural setting is maintained; and
- retain a buffer around the listed building.

Agenda Item 8

MN2.41 Former St Wilfrid's School, Orrell Road, Bootle

Development of this site must:

- provide pedestrian and cyclist links between Orrell Road and Hawthorne Road to improve accessibility to the adjacent supermarket; and
- take vehicular access from the existing signal controlled junction on Hawthorne Road that serves the adjacent supermarket

Site-specific Habitat Regulations Assessments

The following allocated sites will require a site-specific Habitat Regulations Assessment at the application stage:

- MN2.4 Land at Moss Lane, Churchtown
- MN2.5 Land at Crowland Street, Southport
- MN2.8 Former Ainsdale Hope School, Ainsdale
- MN2.9 Former St John Stone School, Meadow Lane, Ainsdale
- MN2.10 Land at Sandbrook Road, Ainsdale
- MN2.12 Land south of Moor Lane, Ainsdale
- MN2.13 Land at West Lane, Formby
- MN2.17 Land at Altcar Lane, Formby
- MN2.18 Power House phase 2, Hoggs Hill Lane, Formby
- MN2.19 Land at Andrew's Close, Formby
- MN2.23 Land at Southport Old Road, Thornton
- MN2.24 Land at Holgate, Thornton
- MN2.28 Land north of Kenyons Lane, Lydiate
- MN2.30 Land east of Waddicar Lane, Melling
- MN2.31 Wadacre Farm, Chapel Lane, Melling
- MN2.32 Land South of Spencers Lane, Melling
- MN2.33 Land at Wango Lane, Aintree
- MN2.41 Former St Wilfrid's School, Orrell Road, Bootle
- MN2.46 Land East of Maghull
- MN2.49 Land to the South of Formby Industrial Estate
- HC5.3 Land at Plex Moss Lane, Ainsdale
- HC5.4 Land at New Causeway, Formby

Sites within sensitive areas for SPA / Ramsar birds will require a non-breeding bird survey during autumn, winter and spring to support any planning application. The site should be surveyed by an experienced ornithologist twice per month from September to March. The provision of replacement habitat will be required if the site is established to regularly support over 1% of the SPA/Ramsar population of that species.

Appendix 2: Nature conservation and enhancement – supporting information

This appendix relates especially to policy NH2 ‘Protection and enhancement of nature sites, priority habitats and species’ and policy NH3 ‘Development in the LCR Nature Improvement Area’

List of designated nature sites in Sefton

List of Internationally important designated nature sites

- Ribble & Alt Estuaries Ramsar Site
- Mersey Narrows & North Wirral Foreshore proposed Ramsar Site
- Ribble & Alt Estuaries Special Protection Area (SPA)
- Mersey Narrows & North Wirral Foreshore potential Special Protection Area (pSPA)
- Sefton Coast Special Area of Conservation (SAC)

List of Nationally important designated nature sites

- Sefton Coast Site of Special Scientific Interest (SSSI)
- Hesketh Golf Links SSSI
- Mersey Estuary SSSI
- Ribble Estuary SSSI and National Nature Reserve (NNR)
- Ainsdale Sand Dunes NNR (within Sefton Coast SSSI)
- Cabin Hill NNR (within Sefton Coast SSSI)

Locally important designated nature sites

Local Nature Reserves (LNRs)

- Ainsdale and Birkdale Sandhills LNR
- Ravenmeols Sandhills LNR
- Brookvale LNR
-

Local Wildlife Sites (LWSs)

There are a large number of Local Wildlife Sites (LWSs) in Sefton.

Sites which have only local designations are set out below.

- Key Park, Blundellsands
- Fazakerley Sidings Aintree
- Wham Dyke Meadows
- Municipal Golf Links, Southport
- Pond & open space, north of Copy Lane, Netherton
- Open space & brook, west of A59, Maghull
- Whinny Brook [Maghull]
- The Stray, Southport
- Open space, east of railway between Melling & Poverty Lane, Maghull
- Leeds Liverpool Canal [part]
- Railway Freshfield Station to Fisherman's Path
- Land at Parkhaven Trust, Maghull
- Sniggery Farm wood & pastures
- Orrell Hill Wood
- Southport Marine Lake
- Homer Green Sewage Works (disused)
- Former Sefton Hall, Sefton Village
- Lydiate Wood, South West of Holland's Farm
- Southport Old Link Golf Course
- Switch Island, Maghull
- North Meols Estate, Churchtown

Agenda Item 8

List of designated nature sites in Sefton

- Dismantled Railway Aintree Triangle
- Land east of canal, Wango Lane, Waddicar
- Formby Moss
- Ince Blundell & Little Crosby Estates
- Rimrose Valley & Canal
- Flea Moss Wood & Ponds
- Edge Farm Rookery

LWSs where parts (including large parts) of the LWS also have international and/or national designations

- Lifeboat Road to St Joseph's Hospital
- National Trust & associated fields
- Altcar Firing Ranges
- Freshfield Dune Heath, Woodvale Airfield, Willow Bank Caravan Park
- Falklands Way Dunes
- Hillside Golf Club
- Southport & Ainsdale Golf Club
- Albert Road to Lifeboat Road
- Range Lane to Albert Road
- Formby Golf Club
- Hesketh Golf Links & SSSI
- Kenilworth Road Dunes, Ainsdale
- West Lancs Golf Club
- Coastguard Station, Hall Road
- Railway Hillside Station to Birkdale Station
- Crosby Marine Lake

Locally important designated geological sites

There are a large number of Local Geological Sites (LGS) in Sefton.:

- Orrell Hill Wood
- Aintree Triangle South
- Great Crosby Boulder
- Crossens Erratic, Banks Road
- Ainsdale and Birkdale Foreshore and Dunes
- Formby Point Foreshore and Dunes
- Alt Estuary and Hightown Foreshore
- Crosby Foreshore and Dunes
- Harris Drive, Bootle
- Southport and Crossens Foreshore
- Ravenmeols and Altcar Foreshore and Dunes
- The Dell

LCR Nature Improvement Area Focus Areas

List of Nature Improvement Area Focus Areas within the LCR which, together, form the LCR Nature Improvement Area.

| LCR Nature Improvement Area Focus Area | District |
|--|-----------------------------------|
| 01 Sefton Coast | Sefton |
| 02 Formby Mosslands | Sefton |
| 03 River Alt Corridor | Sefton |
| 04 River Alt and M57 Corridor | Knowsley, Liverpool, Sefton |
| 05 Knowsley and St. Helens Mosslands | Knowsley, St. Helens |
| 06 Black Brook and Sankey Valley Corridor | St. Helens |
| 07 Netherley Brook and Ditton Brook Corridor | Knowsley, Halton, Liverpool |
| 08 Bridgewater Canal, Keckwick Brook and Runcorn Ancient Woodland Corridor | Halton |
| 09 Runcorn Hill Heath | Halton |
| 10 Mersey Estuary | Halton, Liverpool, Sefton, Wirral |
| 11 Dibbinsdale, Raby Mere and Eastham Country Park | Wirral |
| 12 East Wirral Heathlands | Wirral |
| 13 West Wirral Heathlands and Arrowe Park | Wirral |
| 14 Dee Estuary | Wirral |
| 15 North Wirral Foreshore and Liverpool Bay | Wirral |
| 16 River Birket Corridor | Wirral |

Agenda Item 8

APPENDIX 3 LOCAL PLAN MONITORING

TABLE 1 DIRECT IMPACT INDICATORS

| Policy | Indicator |
|---------------|---|
| MN1 | Five year housing supply Net additional homes [total/on allocated sites] Land available for employment [ha] [type/location] Floorspace developed by employment type/location |
| MN7 | Approvals in the GB/safeguarded land and % inappropriate |
| ED1 | Approvals in Port and Maritime zone and % inappropriate |
| ED2 | Amount of approved retail/office/leisure development in Sefton/designated centres Amount of approved dwellings in designated centres |
| ED3 | Approvals in Primary Industrial Areas by type |
| ED5 | Approvals in locations listed on Policy ED5 'Tourism' by type |
| ED6 | Approvals in locations listed in Policy ED6 'Regeneration Areas' by type |
| ED7 | Approvals in Southport Central Area by type |
| ED8 | Approvals in Southport Seafront Area by type |
| ED9 | Approvals in Crosby Centre by type |
| HC1 | Completions and Approvals for Affordable and Special Needs Housing by Type and Location % of Affordable Housing by source [e.g. section 106, HCA funding, other] |
| HC2 | Number of homes by no. of bedrooms for market and affordable homes No. of older person homes |
| HC3 | Approvals in PRA that are not residential Densities in approvals for residential development |
| HC4 | Applications for conversions to HMOs and the proportions refused/approved (with some explanatory text) |
| HC5 | Five year traveller pitch supply Approvals for traveller pitches [permanent/transit] |
| HC6 | No. of applications that affect an Asset of Community Value and the proportions refused/approved (with some explanatory text) |
| HC7 | Approvals in Sites of Education and Care Institutions and % inappropriate |
| IN2 | No. of transport assessments submitted |
| EQ3 | % of development within appropriate [SPD] distance to bus stop; rail station; gp; primary school |
| EQ8 | Approvals in Flood Zones 2 and 3 % inappropriate Number of approvals on larger development sites with details of SuDs proposed and type |
| EQ9 | Area of new Public Open Space approved |
| EQ10 | Approvals of A3, A4 and A5 in designated centres; Primarily Residential Areas; within 400m of education establishment |
| NH2 | Approvals in International, National and Local nature sites and % inappropriate |
| NH3 | Approvals in Nature Improvements Areas and % inappropriate |
| NH4 | Approvals in Coastal Change Management Area and % inappropriate |
| NH5 | Approvals in Public Open Space and % inappropriate |
| HN6 | Approvals in Urban Golf Course and % inappropriate |
| NH9-14 | <i>To be confirmed</i> |

TABLE 2 INDIRECT IMPACT INDICATORS

| SA Topic Area | Indicator |
|--|---|
| Economy | No. of jobs in Sefton JSA rates in Sefton and wards |
| Local Centres | Retail ranking of Bootle and Southport Vacancy rates in designated centres |
| Communities | Population living in 20% most deprived area Social housing waiting lists |
| Housing | Population in Sefton House prices by area |
| Accessibility | Travel to work by transport mode |
| Health & Wellbeing | Obesity rates in adults/children |
| Climate Change & Resource Use | Carbon emissions by source |
| Flooding | Total of homes and businesses classed at risk from flooding |
| Environmental Quality | Air quality at monitoring stations River quality Vacant home rate |
| Landscape | None |
| Biodiversity | None |
| Culture & Heritage | No. of listed buildings at risk Parks with green flag status |