

MEETING: CABINET
DATE: Thursday 20th June, 2013
TIME: 10.00 am
VENUE: Town Hall, Bootle

Member

Councillor

Councillor P. Dowd (Chair)
Councillor Cummins
Councillor Fairclough
Councillor Hardy
Councillor Maher
Councillor Moncur
Councillor Tweed

COMMITTEE OFFICER: Steve Pearce
Democratic Services Manager
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The Cabinet is responsible for making what are known as Key Decisions, which will be notified on the Forward Plan. Items marked with an * on the agenda involve Key Decisions

A key decision, as defined in the Council's Constitution, is: -

- any Executive decision that is not in the Annual Revenue Budget and Capital Programme approved by the Council and which requires a gross budget expenditure, saving or virement of more than £100,000 or more than 2% of a Departmental budget, whichever is the greater
- any Executive decision where the outcome will have a significant impact on a significant number of people living or working in two or more Wards

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

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AGENDA

Items marked with an * involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	Apologies for Absence		
2.	Declarations of Interest Members are requested to give notice of any disclosable pecuniary interest, which is not already included in their Register of Members' Interests and the nature of that interest, relating to any item on the agenda in accordance with the Members Code of Conduct, before leaving the meeting room during the discussion on that particular item.		
3.	Minutes of Previous Meeting Minutes of the meeting held on 23 May 2013		(Pages 5 - 16)
* 4.	Local Plan for Sefton - Preferred Option Document Report of the Director of Built Environment	All Wards	(Pages 17 - 332)
* 5.	Merseyside and Halton Joint Waste Local Plan - Adoption of Plan Report of Director of Built Environment	All Wards	(Pages 333 - 338)
* 6.	Community Support Fund and Capital Priorities Fund Report of the Director of Corporate Services	All Wards	(Pages 339 - 342)
7.	Vehicle Maintenance Stores Operation Spare Parts Procurement Update Report of the Director of Street Scene	All Wards	(Pages 343 - 350)
8.	Traffic Signal Maintenance Contract - Tender Award Report of the Director of Built Environment	All Wards	(Pages 351 - 356)

9. Exclusion of Press and Public

The Cabinet is recommended to pass the following resolution:

That, the press and public be excluded from the meeting for the following item on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The Public Interest Test has been applied and favours exclusion of the information from the Press and Public.

10. Traffic Signal Maintenance Contract - Tender Award - Part 2

(Pages 357 - 358)

Report of the Director of Built Environment

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON THURSDAY 6 JUNE, 2013.

CABINET

MEETING HELD AT THE TOWN HALL, SOUTHPORT ON THURSDAY 23RD MAY, 2013

PRESENT: Councillor P. Dowd (in the Chair)
Councillors Cummins, Fairclough, Hardy, Maher,
Moncur and Tweed

ALSO PRESENT: Councillors Ashton, Dawson and Preece

1. APOLOGIES FOR ABSENCE

No apologies for absence were received .

2. DECLARATIONS OF INTEREST

No declarations of interest were received.

3. MINUTES OF PREVIOUS MEETING

Decision Made:

That the minutes of the Cabinet meeting held on 25 April 2013 be confirmed as a correct record.

4. STRATEGIC PLAN FOR LIBRARIES AND IMPLEMENTATION OF LIBRARY REVIEW

Further to Minute No. 119 of the Cabinet meeting held on 28 February 2013 and Minute No. 103 of the Council meeting held on 28 February 2013, the Cabinet considered the report of the Director of Older People on the proposed Strategic Plan for the Council's Library Services, the proposed Implementation Plan for the phased library closure programme and the mitigating actions to be taken.

The Head of Health and Wellbeing outlined the content of the report which was arranged in a number of sections with associated annexes as indicated below:

	Section	Annex
Background	1	-
Strategic plan	2	A
Mitigation Actions	3	-
Implementation Plan	4	B
Staffing Proposals	5	-
Alternative proposals	6	-
Development Proposals	7	-
Risks	8	-

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The Leader of the Council (Councillor P. Dowd) referred to the alternative proposals, which had been submitted, as referred to in Section 6 of the report and indicated that they would need to be assessed by Officers to ensure they were sustainable and feasible, and the details would be considered at the meeting of the Cabinet to be held on 18 July 2013.

Members of the Cabinet raised questions on the following issues referred to in the report and officers responded to the Issues as indicated below:

Councillor Moncur sought assurances that the Trade Unions had been consulted on the staffing proposals and alternative proposals referred to in Sections 5 and 6 of the report.

Response:

The Head of Health and Wellbeing confirmed that consultations had taken place and would continue to be held with the Trade Unions during the evaluation of all of the alternative proposals received.

Councillor Moncur enquired if a response had been sent to the enquiry referred to in Paragraph 6.9 of the report, relating to the outsourcing of the library service.

Response:

The Head of Health and Wellbeing indicated that a holding reply had been sent pending the outcome of this meeting and following the meeting a response would be sent setting out the decision made by the Cabinet.

Councillor P. Dowd enquired about the discussions held with community/library action groups, as referred to in Paragraph 6.1 of the report.

Response:

The Head of Health and Wellbeing indicated that meetings had taken place with the ABC Group, Aintree Library Action Group, Friends of Carnegie Library and the Sefton Council for Voluntary Service. All of the meetings had been productive and information had been provided in response to the requests from groups and individuals.

A deadline of 9 May 2013 had been set for the submission of any proposals which would have staffing implications and three alternative proposals have been received as set out in Paragraph 6.2 of the report. A further report on those proposals would be submitted to the meeting of the Cabinet to be held on 18 July 2013, following an evaluation by Officers.

Councillor Cummins enquired whether the Friends of Carnegie Library would be submitting any alternative proposals.

Response:

The Head of Health and Wellbeing indicated that two meetings had been held with representatives of the group and information had been supplied to them

but at the present time they were not a formally constituted body, and they had not submitted any alternative proposals for Carnegie Library.

Councillor P. Dowd enquired whether any further contact had been held with representatives of the Aintree Library Action Group since the production of the report and whether they had submitted any proposals.

Response:

The Head of Health and Wellbeing indicated that a further meeting had been held with representatives of the group since the production of the report and it was envisaged that a proposal for a community run library may be submitted in the near future, which would need to be evaluated by Officers and the details would then be submitted to a future meeting of the Cabinet for consideration.

Councillor Moncur referred to the funding which had been approved by the Council on 14 May 2013 for the three mitigating actions set out in the table in Paragraph 3.19 of the report. He also supported the proposed mitigation measures of MA1, MA6 and MA7 set out in the same section of the report and commented that the capacity in the remaining libraries would need to be kept under review, as and when the use of public access computers increased in the libraries as a consequence of the Government's welfare benefit changes which required the submission of on-line claims.

Decision Made:

That:

- (1) the strategic plan as set out in Annex A of the report be approved;
- (2) the proposed mitigation measures of MA1, MA6 and MA7 set out in Section 3 of the report be approved and the Cabinet Member – Children, Schools, Families and Leisure be granted delegated authority to make any future decisions with regard to further mitigation measures;
- (3) the staffing structure for Option 2 set out in paragraph 5.2.4 of the report be approved and the Cabinet Member – Children, Schools, Families and Leisure, be granted delegated authority to make any further amendments to the staffing structure in conjunction with Head of Personnel and Head of Health and Wellbeing;
- (4) the ongoing discussions and submissions regarding alternative library proposals from community groups and Sefton Council for Voluntary Service be noted and, Officers be requested to submit an update report to the meeting of Cabinet on 18th July 2013;
- (5) the implementation plan set out in Annex B, and the phased library closure programme as set out in paragraph 4.2 of the report be approved and the Cabinet Member – Children, Schools, Families and

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Leisure be granted delegated authority to make any further amendments;

- (6) it be agreed that the Council retains the library service in-house and not consider outsourcing the service at this time;
- (7) the risks identified within the report be noted; and
- (8) the current status of the redevelopment proposal for the Crosby Civic Hall site be noted and the Head of Health and Wellbeing and the Head of Investment Programme and Infrastructure be authorised to continue to plan for library services to be delivered from Crosby Library, subject to redevelopment proposals coming forward that are acceptable.

Reasons for Decision:

To enable the implementation of the Council's decision made on 28 February 2013, to proceed with Option B of the Library Review

Alternative Options considered and Rejected:

Option B was selected as the option to be implemented for the delivery of the Library Service by the Council. The review is now at the implementation stage e.g. deciding when to close libraries and what mitigation to put in place. There remains the opportunity to put forward feasible and sustainable alternative proposals during the implementation process.

5. APPOINTMENT OF REPRESENTATIVES ON OUTSIDE BODIES 2013/14

The Cabinet considered a report of the Director of Corporate Services which sought the appointment of Council representatives to serve on Outside Bodies set out in the report for 2013/14, or for periods longer than one year. Details of the existing representation on Outside Bodies were set out in the report.

Cllr Moncur indicated that the University of Liverpool was currently reviewing the format of the University Court, which may mean that no nominations were required from local authorities and the Director of Corporate Services indicated the University would be contacted to ascertain the current position on the matter.

Decision Made:

That:

- (1) the following Members be appointed to serve on the undermentioned Outside Bodies for 2013/14:

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<u>ORGANISATION</u>	<u>NUMBER OF REPRESENTATIVES</u>	<u>REPRESENTATIVE(S)</u>
Aintree University Hospitals NHS Foundation Trust	1	Cabinet Member - Older People and Health (Cllr Cummins)
British Destinations	1	Cabinet Member - Regeneration and Tourism (Cllr Maher) or nominee
Community Foundation for Merseyside	3	Cllrs Gustafson, Lappin and McGinnity
Formby Pool Trust - Board	2	Cllr Page and Director of Older People (Robina Critchley)
Frank Hornby Trust	1	Cllr Kermode
Joint Health and Wellbeing Scrutiny Committee	3	Chair (Cllr Page) and Vice Chair (Cllr Robinson) of the O & S Committee (Health and Social Care) and one Lib Dem Member (Cllr McGuire) (Lab 2 / Lib Dem1 / Con 0)
Joint Overview and Scrutiny Committee - Cheshire and Merseyside Vascular Service Review	3	Chair (Cllr Page) and Vice Chair (Cllr Robinson) of the O & S Committee (Health and Social Care) and one Lib Dem Member (Cllr McGuire) (Lab 2 / Lib Dem1 /Con 0)
Liverpool City Region Cabinet	1	Leader of the Council (Cllr P. Dowd) (Substitute: Deputy Leader – Cllr Maher)
Liverpool City Region Child Poverty and Life Chances Commission	1	Cabinet Member – Children, Schools, Families and Leisure (Cllr Moncur)
Liverpool City Region Employment and Skills Board	1	Cabinet Member - Regeneration and Tourism (Cllr Maher)
Liverpool City Region Housing and Spatial Planning Board	1	Cabinet Member - Regeneration and Tourism (Cllr Maher)

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Liverpool City Region Local Enterprise Partnership Board	1	Leader of the Council (Cllr P. Dowd)																
Liverpool City Region Local Transport Body	1	Leader of the Council (Cllr P. Dowd) (Substitute – Cabinet Member – Transportation, Cllr Fairclough)																
Liverpool John Lennon Airport Consultative Committee	1	Cllr Roche (Substitute: Cllr L. Cluskey)																
Local Government Association:																		
- General Assembly	1	Cllr Maher (5 votes)																
- Urban Commission	1	Cllr Moncur or nominee (5 votes)																
Local Solutions	1	Cllr Gustafson																
Mersey Forest Steering Group	1	Cabinet Member - Communities and Environment (Cllr Hardy) or nominee																
Mersey Port Health Committee	6	<table border="0"> <tr> <td><u>Member</u></td> <td><u>Substitute</u></td> </tr> <tr> <td>Cllr Dodd</td> <td>Cllr Sumner</td> </tr> <tr> <td>Cllr John Kelly</td> <td>Cllr Mahon</td> </tr> <tr> <td>Cllr Roche</td> <td>Cllr Robinson</td> </tr> <tr> <td>Cllr Roberts</td> <td>Cllr Kerrigan</td> </tr> <tr> <td>Cllr Page</td> <td>Cllr L.Cluskey</td> </tr> <tr> <td>Cllr Tonkiss</td> <td>Cllr Hands</td> </tr> <tr> <td>(Lab4 / Lib Dem2 / Con 0)</td> <td></td> </tr> </table>	<u>Member</u>	<u>Substitute</u>	Cllr Dodd	Cllr Sumner	Cllr John Kelly	Cllr Mahon	Cllr Roche	Cllr Robinson	Cllr Roberts	Cllr Kerrigan	Cllr Page	Cllr L.Cluskey	Cllr Tonkiss	Cllr Hands	(Lab4 / Lib Dem2 / Con 0)	
<u>Member</u>	<u>Substitute</u>																	
Cllr Dodd	Cllr Sumner																	
Cllr John Kelly	Cllr Mahon																	
Cllr Roche	Cllr Robinson																	
Cllr Roberts	Cllr Kerrigan																	
Cllr Page	Cllr L.Cluskey																	
Cllr Tonkiss	Cllr Hands																	
(Lab4 / Lib Dem2 / Con 0)																		
Merseyside Community Safety Partnership	2	Cabinet Member - Communities and Environment (Cllr Hardy) and the Head of Commissioning and Neighbourhood Co-ordination (Steph Prewett)																
Merseyside Pension Fund Pensions Committee	1	Cabinet Member - Corporate Services and Performance (Cllr Tweed) or nominee																

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Merseyside Playing Fields Association	1	Cllr Cummins (Substitute: Cllr Moncur)
Merseyside Third Sector Technology Centre (3TC)	1	No formal Council nomination made for 2013/14
North Western Local Authorities' Employers' Organisation	1	Cabinet Member – Corporate Services and Performance (Cllr Tweed)
PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee	1	Cabinet Member - Transportation (Cllr Fairclough) or nominee (Nominated Member and substitutes must be Cabinet Members)
REECH Steering Group (Renewable Energy and Energy Efficiency in Housing)	1	Cabinet Member - Regeneration and Tourism (Cllr Maher)
Sefton Chamber of Commerce and Industry	3	Cllrs K. Cluskey, Friel and McKinley
Sefton Coast Partnership Board	3	Cabinet Member - Communities and Environment (Cllr Hardy) and Councillors Booth and Dutton
Sefton Council for Voluntary Service	3	Cllrs M. Fearn, Robinson and Veidman
Sefton Cycling Forum	3	Cllrs K. Cluskey, Hartill and Weavers
Sefton Education Business Partnership	3	Cabinet Member - Children, Schools, Families and Leisure (Cllr Moncur) and Cllrs M. Fearn and McKinley
Sefton Equality Standing Group	1	Cabinet Member - Communities and Environment (Cllr Hardy)

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Sefton New Directions Limited Board	3	Cllrs Brennan and Rimmer and Chief Executive (Margaret Carney)
Sefton Sports Council	3	Cabinet Member - Children, Schools, Families and Leisure (Cllr Moncur), and Cllrs Cummins and Preece
Southport Pier Trust	3	Cllrs Byrom, Crabtree and Lord Fearn
Standing Advisory Committee for Religious Education (SACRE)	3	Cllrs Bennett, Dorgan and M. Fearn
The John Goore Charity, Lydiate	1	Cllr Kermode
Trans Pennine Trail Members Steering Group	2	Cabinet Member - Transportation (Cllr Fairclough) and Chair of the Planning Committee (Cllr Veidman) or their nominees
University of Liverpool - Court	6	Cabinet Member - Children, Schools, Families and Leisure (Cllr Moncur) and Councillors Friel and Keith plus the Mayor (Cllr M Fearn), the Chief Executive (Margaret Carney) and the Deputy Chief Executive (Peter Morgan), who are ex-officio Members

(2) in relation to those appointments for a longer period than one year, the following persons be appointed to serve on the Outside Bodies indicated:

<u>ORGANISATION</u>	<u>NUMBER OF REPRESENTATIVES</u>	<u>REPRESENTATIVE(S)</u>	<u>TERM OF OFFICE EXPIRES</u>
Merseyside Strategic Flood and Coastal Risk Management Partnership	1	Cllr Papworth (Deputy representative – Cllr McKinley)	31.5.2017 (4 year appointment)

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North West Reserve Forces and Cadets Association	1	Cllr Byrom	15.5.2014 (3 year appointment)
North Western Inshore Fisheries and Conservation Authority	2	Cllr John Joseph Kelly or nominee and Coast and Countryside Services Manager (David McAleavy)	31.5.2015 (4 year appointment)
<u>Charities:</u>			
Ashton Memorial Fund, Formby	1	Cllr Page	31.5.2015 (4 year appointment)
Consolidated Charities of Thomas Brown and Marsh Dole	2	Cllr Killen Cllr Dutton	26.6.2014 26.6.2016 (4 year appointment)
Halsall Educational Foundation	1	Cabinet Member - Children, Schools, Families and Leisure (Cllr Moncur) or nominee	21.5.2015 (2 year appointment)
<u>Governing Bodies:</u>			
Clarence High School, Formby	1	Cllr Mclvor	31.5.2016 (3 year appointment)
Peterhouse School, Southport	1	Cabinet Member - Children, Schools, Families and Leisure (Cllr Moncur) or nominee	31.5. 2016 (3 year appointment)
St. Mary's College, Crosby	2	Cllrs Dorgan and John Joseph Kelly	31.5.2016 (3 year appointment)

Reasons for Decision:

The Cabinet has delegated powers to appoint the Council's representatives to serve on Outside Bodies under Chapter 5, Paragraph 40 of the Constitution.

Alternative Options Considered and Rejected:

None.

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6. LOCAL GOVERNMENT ASSOCIATION GENERAL ASSEMBLY 2013/14 - APPOINTMENT OF REPRESENTATIVE

The Cabinet considered the report of the Director of Corporate Services seeking the appointment of a representative to serve on the General Assembly of the Local Government Association (LGA) for 2013/14 and to attend the Annual Meeting to be held on 2 July 2013 at Manchester; and agreement on the distribution of the voting power for the representative appointed.

Decision Made:

That:

- (1) Councillor Maher be appointed as the named representative to attend meetings of the General Assembly of the LGA in 2013/14 and the Annual Meeting on 2 July 2013.
- (2) Councillor Maher be authorised to use 5 votes on behalf of the Council at meetings of the LGA General Assembly; and
- (3) Councillor Maher be authorised to attend the Local Government Association Annual Conference from 2 to 4 July 2013.

Reasons for Decision:

To ensure that details of the Council's representation on the General Assembly are notified to the Local Government Association.

Alternative Options Considered and Rejected:

None.

7. APPOINTMENT OF REPRESENTATIVES ON AREA PARTNERSHIPS 2013/14

Further to Minute No. 16 of the Adjourned Annual Council meeting held on 14 May 2013, the Cabinet considered the report of the Director of Corporate Services on the proposed Elected Member representation on the Area Partnerships.

Decision Made:

That:

- (1) the Elected Member representation on the Area Partnerships be via the Area Committees to represent the local area context;
- (2) the Chair of the Area Committee be the nominated member for the Southport and South Sefton Area Partnerships, and that three Members be nominated by the Central Sefton Area Committee to

represent the localities at the Crosby, Formby and Sefton East Area Partnerships; and

- (3) the Cabinet Members previously nominated for each of the five Area Partnerships remain the same, as set out in Paragraph 2.3 of the report.

Reasons for Decision:

To determine elected Member representation on the Area Partnerships.

Alternative Options Considered and Rejected:

The purpose of the Area Partnerships is to take a partnership approach to looking at an area and the services within it. The Council is a key partner within this and as Elected Members are elected to represent the views of their communities to the Council, they should be a key part of this process. Therefore, no other option is available for consideration.

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Report to: Cabinet
Council

Date of Meeting: 20 June 2013
27 June 2013

Subject: Local Plan for Sefton: Preferred Option Document

Report of: Director 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 Preferred Option Document, a key stage in the preparation of Sefton's Local Plan. The Document sets out issues and challenges facing Sefton and includes:

- a vision for Sefton planning ahead to 2030;
- a strategy for how Sefton's housing, business and other development needs can be met;
- a 'preferred' option indicating where these needs might be met including detailed site allocations;
- details of other options which have been considered and discounted;
- development management policies to help guide development and provide a policy framework for making decisions on planning applications; and
- details of the 12 week consultation.

This is an important corporate strategy document which is being developed within the statutory planning framework. The Preferred Option Document is a key stage in the process of adopting a Local Plan, which will in due course replace the Unitary Development Plan.

Recommendations

That Cabinet

1. recommends the Council to approve for consultation, the further evidence which supports the Preferred Option Document, as outlined in section 18 of the report;
2. recommends the Council to approve the approach to consultation on the Preferred Option Document, as outlined in section 20 of the report; and
3. recommends the Council to approve for consultation, the Preferred Option document, including a correction to the land proposed for development, south east of Hightown as set out in section 19 and the attached plan of the report.

That Council

1. approve for consultation, the further evidence which supports the Preferred Option Document, as outlined in section 18 of the report;
2. approve the approach to consultation on the Preferred Option Document, as outlined in section 20 of the report;
3. approve the Preferred Option Document for consultation, including a correction to the land proposed for development, south east of Hightown as set out in section 19

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- and the attached plan of the report; and
4. grants delegated powers to the Head of Planning Services to make minor editorial changes to the Document before it is published, as referred to in section 20.7 of the report.

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 Recommendations:

To enable the Preferred Option Document and supporting evidence to be available for public consultation.

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 Document will not exceed £20,000. These include legal costs, costs of printing the Document, publicising the consultation and hiring venues for public events. This sum can be met from within the 2013/14 Planning Department’s (Planning Policy) Revenue budget.

There will be further costs, expected to arise in 2014/15, arising from the next formal stage of producing a Publication draft followed by Submission and Examination. These will include the updating of evidence, further consultation, legal costs, printing and publicity, and for the examination. At this stage, it is expected that total estimated cost will be in the region of £300,000 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"/> See report at Annex A
3.	Equality Implication identified and risk remains	<input type="checkbox"/>

Impact on Service Delivery:

None

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD2291/13) has been consulted and her comments have been incorporated into the report. The Head of Corporate Legal Services (LD1607/13) has been consulted and her comments have been incorporated into the report.

Are there any other options available for consideration?

The report considers three options which include different levels of development and growth. The report recommends a Preferred Option.

The Council is required to prepare and adopt a Local Plan. It will be necessary to have the Local Plan formally examined by a planning inspector. The Local Plan must meet statutory planning requirements and will be assessed for 'soundness'. The Preferred Option being presented in this report is considered to be the most appropriate option for Sefton when considering these various requirements.

Implementation Date for the Decision

Council meeting on 27th June 2013.

Contact Officer: Steve Matthews

Tel: 0151 934 3559

Email: steve.matthews@sefton.gov.uk

Background Papers:

National Planning Policy Framework [CLG, 2012]

Review of Sefton Housing Requirement [NLP, 2011]

[Updated] Review of Sefton's Housing Requirement [NLP, 2012]

2012 Strategic Housing Land Availability Assessment [SMBC, 2013]

Employment Land and Premises Study [BE Group, 2010; updated 2012]

Agricultural Land Study [ADAS, 2012]

Strategic Flood Risk Assessment [Capita Symonds, 2013]

Sequential Test Position Statement [Capita Symonds, 2013]

Consequences Study [NLP, 2013]

Green Belt Study [SMBC, 2013]

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Port Masterplan [Peel Ports, 2011]
Health and Wellbeing Strategy [SMBC, 2013]
Economic Strategy [SMBC, 2012]
See www.sefton.gov.uk/planningstudies

Summary of report

The Preferred Option Document is one of the key stages in preparing a Local Plan for Sefton which looks ahead to 2030. The Document sets out the issues and challenges facing Sefton and outlines a vision, objectives and possible options to address these. It selects a Preferred Option as to how the Borough's main housing, business and other development needs will be met. It provides a suite of policies which will help to guide development over the period of the plan. It also includes detailed policies for assessing proposals and applications for development, as well as identifying and allocating sites for new development.

The Government is committed to sustainable development and economic growth, and the National Planning Policy Framework [the 'Framework'], published in 2012, gives clear direction to local authorities. Local planning authorities are expected to carry out objective assessments of their needs for housing, business and other needs, and then - through the Local Plan – provide for those needs.

Three options, or levels of development, have previously been identified. Following previous consultation and detailed analysis and assessment Option Two is selected as the Preferred Option. This Option would still mean that about half the total number of homes will be developed in our urban areas. This includes sites that are currently identified as 'urban greenspace' in our UDP. It will also mean that the proposed new business parks /employment sites along with the remaining half of the housing needed, would have to be located in the Green Belt. The boundary of the Green Belt would therefore be reviewed and updated to accommodate this.

This Preferred Option Document has been prepared following national guidance and with the benefit of extensive and robust evidence. Much of this evidence has been commissioned and prepared by independent consultants who are specialists in their field. Where studies have been prepared in-house they have been externally assessed. It also draws on the experience of other local authorities more advanced in the Local Plan process.

Sefton is a constrained Borough due to its shape and location. It is also a Borough of contrasts – including significant areas of international importance and policy protection (such as the coast) – as well as areas of wealth and deprivation. These are some of the challenges which will need to be addressed in the Local Plan.

Due to the geography and shape of Sefton, along with past success at delivering much of our new development within the urban areas of the Borough, it is known that the urban land supply is finite and is coming under increasing pressure. This is a critical challenge for the Local Plan. We know that the Borough cannot meet all of its development needs within the urban areas of Sefton and that it will be necessary to release sites within the Green Belt in order to meet the government's policy challenge. Whilst this may be controversial, it is considered to be a necessary step if the Council is to achieve a sound Local Plan.

The strategic policy approach will ensure that development in the Green Belt will meet needs as far as possible where they arise. The aim is to have a proportionate distribution of development, as far as possible, when considering Sefton's constraints. Sites should be sustainable, they should be the least constrained, and there should be a sufficient supply to meet local needs. They also need to be able to be implemented. In

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addition to this we will provide for mixed use sustainable development in appropriate locations.

Development will have to meet detailed policy requirements as set out in the Plan. It will have to provide new infrastructure where it is necessary – and should ensure that existing conditions (such as drainage) are not made worse.

Development can also bring opportunities to improve local infrastructure as well as supporting local services that become unsustainable – these include local shops and schools. The Local Plan also identifies significant opportunities for new development within our urban areas – around half of all new housing can still be accommodated within our urban areas.

Only those needs that cannot be met within the urban areas will be met in the Green Belt. This is particularly important for new economic development such as business parks and opportunities for job creation. As stated, there are no sites within the urban area to meet these needs and Green Belt release is essential to plan for economic growth and job creation.

In order to help form a view on the way forward, and bring together significant evidence already prepared, an independent Consequences Study was commissioned. This has assessed the impacts of each option on both Sefton and its adjoining authorities, from a social, economic and environmental perspective. Our neighbouring authorities do not support Option One [no release of Green Belt land], as this would put further pressure on them to accommodate more homes. West Lancashire and Knowsley are already planning to release Green Belt in their Local Plans to meet their own needs. They have previously told us that they cannot meet any of our needs for us.

The Government's Plannign Policy Framework states that the Green Belt should be protected from inappropriate development, but also that the Green Belt can be altered in exceptional circumstances – which includes when a Local Plan is being prepared.

The best way to protect Green Belt is to plan positively to meet needs, thereby identifying the most sustainable sites to contribute to our communities. By not planning to meet needs, the Green Belt will be less protected, and vulnerable to planning applications and appeals on sites which may be less sustainable. This would lead to Sefton losing control of which land in the Green Belt would be developed.

Option Two provides the best approach not only for meeting the Borough's needs up to 2030 for new homes and businesses, but for tackling a whole range of issues which are important to the future of Sefton. These include our approach to regeneration, health, infrastructure, design and climate change.

1. Introduction

- 1.1 We are required by the Government to have a Local Plan that looks forward at least 15 years from when the plan is approved. We have to plan for sustainable development to meet identified needs.
- 1.2 Following the Core Strategy Options consultation in 2011 the Preferred Option Document is the next stage in preparing Sefton's updated Local Plan. Following a change in the law in early 2012, the work we did as part of the Core Strategy is now being taken forward under the name of the Sefton Local Plan.
- 1.3 In November 2012, Members received a report providing an update on the further evidence which was being prepared to support this next stage of the Local Plan. Members were also advised that a Consequences Study was due to be carried out. This report updates Members and progresses the Preferred Option.

2. What is the Preferred Option Document?

- 2.1 The Preferred Option Document 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 This stage of the Local Plan is a further key opportunity to consult with our local community, statutory bodies and other interested organisations about the challenges and opportunities facing Sefton and our response to these. For convenience the Preferred Option Document will be referred to in this report as 'the Document'.
- 2.3 Figure 1 [next page] shows how this stage fits in to the overall process of preparing the Local Plan.
- 2.4 In summer 2011 a consultation was held on Options for the Core Strategy for Sefton. Since that consultation, the Government published the National Planning Policy Framework to simplify the planning system and to promote sustainable development and economic growth. This is a significant change and one that needs to be reflected in our Local Plan.

3. What does the National Planning Policy Framework mean for our approach to the Local Plan?

- 3.1 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'. It wants the planning system to help make this happen.
- 3.2 In particular The Framework [paragraph 152] 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".

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Figure 1 The Local Plan – stages of preparation

Timescale	Stage of Local Plan Preparation	Comments
2008 - 2009 Summer 2009	Issues Public consultation on Issues	Information about this consultation can be found on the Local Plan web-site.
2009 - 2012 Summer 2011	Options Public consultation on Options	More information, including about the consultation and the Council's initial responses, can be found on the Local Plan web-site.
2012 - 2013 Summer 2013	Preferred Option Consultation on Preferred Option Document	We are now at this stage. This is the main opportunity to comment on the Local Plan.
June – July 2014	Publication Public consultation (Notification)	The Council's ability to make changes to the Local Plan is more limited at this consultation stage, and must only relate to whether the Plan is considered to be 'sound'.
August – September 2014	Submission Formal submission to the Secretary of State	Submission to the Secretary of State
November 2014	Examination Examination in Public	An independent Inspector will conduct the Examination.
March/ April 2015	Adoption	Council formally adopts the Local Plan, which replaces the Unitary Development Plan (2006).

The core land-use planning principles which are set out in the Framework are summarised below. These are expected to form the basis of the Local Plan and decision-taking [paragraph 17].

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 create attractive 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 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; and
- 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, and meet objectively assessed needs.

4. Issues which the Local Plan ought to address

4.1 The Document sets out a number of issues 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 pressures which are becoming increasingly important for Sefton such as:

- how can we reduce the causes of deprivation in order to improve 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 provide for an anticipated growth in population and number of households in the borough, including providing more affordable housing?
- how do we accommodate and, if possible, slow down trends for an increasingly elderly population [e.g. providing homes and jobs for families and people of working age so they don't leave the Borough, as well as providing more appropriate homes and health care]?
- how do we enable the Port to grow whilst ensuring the harm to local amenity is reduced as much as possible?
- how can we make the best use of our resources and assets – including previously developed land, 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: given the lack of capacity within the urban area, how can we enable the Borough to grow and develop and meet

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identified needs while protecting and enhancing the high quality environment of Sefton?

5. Responding to the issues

- 5.1 In planning for the future of Sefton we need to balance 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 delivered through the development process.
- 5.2 'Sustainable growth' is about finding the balance between these different aspirations. We want to provide opportunities and choices for the people of Sefton, but in a way which best protects our special environment.
- 5.3 Protecting the environment at all costs would mean we would not provide enough homes and jobs for our residents. Focusing entirely on development and growth would harm Sefton's special environment. Yet we could not improve the situation for our communities and offer new opportunities without promoting a certain 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.
- 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 making the most of the opportunities which development provides to create the type of environment in which people want to live, work and visit.

6. What are Sefton's development needs?

- 6.1 We are progressing a Local Plan based upon wide ranging and robust evidence. We are committed to updating our evidence base when it is appropriate to do so. Indeed, over the past 12 months we have updated much of our evidence in order to best inform our Local Plan. In addition we have commissioned a Consequences Study to bring together an assessment of the various impacts of the Local Plan options. This is an unusual study – one that not many Local Planning Authorities have progressed – to will provide an additional layer of scrutiny and robustness to our work. It will enable Members to take account of the consequences of progressing with the relevant options, so as to enable any decisions to be properly informed.

Whilst we progress our Local Plan evidence may change over time. This may mean that we need to review some evidence at later stages. This is not unusual or unexpected, and is increasingly happening in other Local Plans. The Government requires local authorities to prepare proportionate evidence which is adequate, up to date and relevant. We have assessed our evidence and set out Sefton's various needs based on this below. For example, we know that we will need to

update our housing requirement following the publication of new population and household projections in 2014.

Requirement for new homes

- 6.2 Independent consultants, Nathaniel Lichfield and Partners [NLP], carried out an updated assessment of the housing requirement for Sefton in late 2012. Based on the most recent population and household projections available at that time NLP presented revised figures for an annual housing requirement for Sefton. The figure of 510 dwellings a year was their preferred assessment based on a more cautious view about future rates of migration into Sefton than that reflected in the ONS 2010-based population projections. This work was reported to Cabinet in December 2012.

What are the implications on this figure of the most recent household projections?

- 6.3 Interim household projections were published in April of this year. These suggest an annual requirement for Sefton of 399 dwellings a year. However there are a number of limitations with these projections:
- They are, as their title implies, only 'interim' and will be superseded by new 2012-based Household Projections which will be published in late 2014
 - They only look forward to 2021 and are therefore silent about the latter part of the local plan period 2021 to 2030
 - They do not take account of a planned comprehensive review of household formation rates which will be published next year and will look forward to 2031 and beyond
 - They do not make an allowance for vacant or second homes which would bring the figure of 399 up to about 420 homes a year.

- 6.4 In view of the limitations of these interim household projections we will review the borough's housing requirement afresh in 2014 when the next round of population and household projections are published. These will look forward for the whole of the period of the Local Plan.

- 6.5 The Government urges local authorities to complete their Local Plan preparation as quickly as possible. It would not be appropriate to delay the Plan to take account of these figures, particularly given the opportunity to address the implications of the comprehensive set of projections which will be available next year.

Requirement for land for business

- 6.6 The results of a study on Employment Land and Premises were also reported to Cabinet in December 2012. The study recognised that Sefton has by far the least employment land of any of the Merseyside authorities and it therefore needs to protect and increase this supply during the plan period. It therefore recommended that Sefton retain the Borough's main industrial estates and business parks in employment uses, but noted that a very limited number of small sites could be made available for housing, where it can be clearly demonstrated that a future employment use is no longer a reasonable prospect.

- 6.7 The Study concluded there was an outstanding requirement for a minimum of 31 hectares of land but also recommended that any new allocations made should exceed this requirement in order to:
- provide a degree of choice

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- recognise that any lead in time to site delivery would be uncertain, and
- acknowledge that some identified supply would only be provided after 2031.

6.8 The Study recommended that two new business parks should be provided, one in North Sefton and one in South Sefton. It also recommended that land to the south of Crowland Street could deliver an industrial estate as an extension to the existing area. This site would meet general employment needs, and therefore provide a different offer and role to the other two business parks proposed.

Port of Liverpool

6.9 The Port of Liverpool has consulted on a Master Plan and its commitment to growth. Their ambitions also mean that extra employment land is required and this has also been taken account of in the amount of land identified.

Infrastructure

6.10 There is also an opportunity to meet some of our infrastructure needs through development. It is a fundamental tenet of national guidance that plan making should take full account of infrastructure requirement and planning. For many years key infrastructure has been able to be funded through government grant and regeneration initiatives like Housing Market Renewal. Development now offers a key opportunity to provide some key infrastructure which will benefit the borough e.g. new junction links to the M58, public transport improvements, and sustainable development through mixed use allocations.

7. Possible 'options' for meeting needs

7.1 The results of the latest housing and employment land studies provided the basis for the three options relating to different levels of development.

7.2 In December 2012, Cabinet approved the updated housing figures which help to define these options for the purposes of carrying out a 'Consequences Study'. These options are as follows:

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 + a new business park in both the north and the south of the Borough, and an extension to Crowland Street [Southport] industrial area – 'meeting identified needs'

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

It is important to note that the number of homes for options two and three above are dependent on achieving and maintaining a vacancy rate of 4% over the local plan period. The vacancy rate is currently just under 4.1%. The level of vacancies is affected by a variety of factors, including many beyond the local authority's control, but we will do all we can to get the figure down to or below 4%.

8. What did the Consequences Study conclude?

8.1 The purpose of the Consequences Study was to assess the likely implications of these options, both on Sefton and on adjoining authorities, from an economic, social and environmental perspective.

8.2 The Consequences Study is a detailed and complex piece of evidence. Conclusions are:

- Adjoining authorities support Option Two. They would not support Option One as it would put more pressure on them to meet additional needs for homes; already West Lancashire and Knowsley are having to identify land in the Green Belt to meet their own needs and would not wish to have to meet some of Sefton's unmet housing needs through further Green Belt release in their Boroughs.
- From an economic point of view, Options Two & Three would be preferred; only Liverpool of the adjoining authorities would potentially support Option Three on the basis that it could attract new people into the sub regional area and would increase its potential workforce; however, this advantage was countered with the threat of de-population from Liverpool as people move out into Sefton which would raise issues over the sustainability of Option Three from Liverpool's perspective.
- However the additional development for Option Three would not provide significantly more economic benefits when compared with Option Two as the amount of employment land does not vary.
- Options Two and Three would be expected to generate twice as many jobs as Option One [approx 3,350 and 3,800 for Options Two and Three as opposed to 1,700 for Option One].
- A similar situation is anticipated for GVA from direct investment, with Options Two and Three expected to generate approximately £110m and £120m as opposed to approximately £55m for Option One].
- 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
- From an environmental perspective, Option One would have least impact. Option Two would have more impact but there are opportunities for mitigation and compensation. Option Three would have greatest impact, and it would be more difficult to mitigate or compensate for. This is in relation to the greater amount of land which this Option would require in the Green Belt and its implications for land at risk of flooding, land protected by nature conservation designations, higher agricultural quality land, and the impact of increased traffic.
- Option One would mean there was very limited opportunity to deliver the affordable homes that Sefton needs, because we would be constrained by the existing urban housing supply and the lack of suitable and viable sites. Options Two and Three would enable significantly more affordable homes to be built, thereby meeting needs.
- Option One would involve no planned Green Belt release but would be highly likely to result in an unsound Local Plan. [Options Two and Three would result in limited Green Belt release – 3.2% and approximately 4% respectively].

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8.3 The Consequences Study does not recommended any particular Option as this was not what it was commissioned to do. It has provided very useful information to assist the Council in choosing a Preferred Option

9. What is the recommended Preferred Option?

9.1 Option Two is strongly recommended as the Preferred Option. There are a number of key factors which support this recommendation:

- it represents the best balance between meeting needs, and protecting and enhancing the environment
- it meets the Government's commitment to growth and providing choice of homes and other economic development
- it will provide more opportunities for families and young people for both homes and jobs and will therefore help to accommodate and stem the current trend towards an increasingly ageing population
- it will enable many more affordable homes to be provided than under Option One, though not as many as under Option Three
- 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 have to be paid for through the development process
- 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 – having regard to local constraints such as flood risk and ecological designations
- It will ensure that best use is made of our assets – including land in the urban area and the Green Belt
- It will enable, as far as possible, a proportionate 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 and grow 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.

9.2 Importantly, Option Two is a sustainable option in that it can be defended at a public examination.

10. Duty to Co-operate

10.1 The 2011 Localism Act introduced a 'Duty to Co-operate' with adjoining local authorities and other organisations. This means that we have to do all we possibly can to reach agreement with our neighbours in the future planning of our respective areas. Many aspects of our Plans will have implications reaching far beyond our own boundaries e.g. providing homes and land for jobs; in particular, providing homes close to a boundary could lead to an impact on the infrastructure of the adjoining authority e.g. roads, schools and other services.

10.2 Option Two has the unanimous support of our adjoining local authorities.

- 10.3 Option One would not be supported by any of our adjoining authorities. West Lancashire and Knowsley boroughs already have had to identify land in the Green Belt in their boroughs to meet their own needs.
- 10.4 All neighbouring authorities have expressed concern about Option Three because of the likely effect on their own boroughs - it would attract residents to Sefton from their authorities, and could lead to their population decline and allocated sites remaining undeveloped. There would also be an increase in traffic because of the likely increase in the number of people who would live in Sefton and work in these other authorities and, for West Lancashire, this Option would narrow a strategic gap in the Green Belt.
- 10.5 The Duty to Co-operate must be taken very seriously, not least because these Local Authorities can give evidence against Sefton at the examination stage.

11. Why have the two other options been discounted?

11.1 Option One

- this Option would not meet the needs of the borough, based on an objective assessment. It would fall some way short.
- it would not promote sustainable development and economic growth, as required by the Government's Framework
- while this Option may seem to protect the Green Belt from development, in reality this would not happen. The reason for this is that Sefton's readily available supply of 'deliverable' land for housing is below the five years' minimum required by the Government, and this would continue to deteriorate under an Option One approach. Failure to plan for a 'five year supply' would mean that proposals for development in the Green Belt could be challenged successfully at an appeal, even if Sefton were to refuse permission initially. We could therefore lose control over where new development was located – including in the Green Belt - benefits that could be gained for the local community may be lost.
- this Option would not be supported by any of our adjoining authorities. West Lancashire and Knowsley boroughs already have had to identify land in the Green Belt in their boroughs to meet their own needs. These Local Authorities can give evidence against Sefton at the examination stage.
- Option One would be extremely high risk, would fall short of meeting the needs of Sefton and would be highly likely to found unsound and thrown out at Examination
- It could result in us having to redo our Local Plan, involving significant cost to update our evidence. We are aware of a number of local authorities which have had their Plans found unsound and been asked to amend them at a late stage
- This Option would not meet the needs of our communities for homes and jobs. It would not address Sefton's key issues.

11.2 Option Three

- this Option would provide more homes and jobs, but at a level which is not considered to be justified by current projections of population and household growth, or past levels of building houses in Sefton

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- more land in the Green Belt would be required than has been currently identified; this would be concentrated in Lydiate and Formby due to a lack of suitable sites in the rest of the Borough
- it would provide even more affordable homes than Option Two, but this benefit is not considered to outweigh the likely harm to the environment
- it would enable an even greater contribution towards improving infrastructure through development, but again officers do not consider these benefits would be justified because of the likely impact on the environment.

11.3 Variation of Option Two

As outlined in section 6.5 above, authorities are advised to complete their plans as quickly as possible to make sure they are up-to-date. Within this overall approach there is the opportunity to review any aspect of the Plan in the light of new evidence. Given that the recent projections are interim and that comprehensive, population and household projections will be available in 2014, it is recommended that the housing requirement be reassessed once that information is available next year.

12. **The Preferred Option Document identifies land in the Green Belt for development – isn't this contrary to the Government's Framework ?**

- 12.1 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....".
- 12.2 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). 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.
- 12.3 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].
- 12.4 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. No figure is given but a period of a further 10 years has been suggested as appropriate, so there will be no need to carry out a further review 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.

- 12.5 We do not propose to identify such safeguarded land in our Local Plan [if we did, it would be required to accommodate an additional 5,000 dwellings]. That is not because it is thought that the exercise is not appropriate but rather that we consider that it would be appropriate at an agreed date to carry out a sub-regional review of Green Belt across Merseyside to address this issue. This approach is consistent with what our neighbours (including West Lancashire whose Local Plan was recently examined) are proposing.

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

- 13.1 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 Preferred Option Document incorporates many of these approaches.
- 13.2 The potential to increase the number of homes from these sources is addressed in Chapter 6, “ Meeting Sefton’s needs – what are the options?” . They have been examined in some detail, and have been taken account of in our calculations. However, none of these alternatives 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.

Vacant homes

- 13.3 One of the objectives of the Document is “to encourage best use of .. land and buildings”. The current percentage of vacant homes in Sefton is just under 4.1%, lower than the figure for the North West. The annual requirement of 510 dwellings under Option Two assumes a vacancy rate of 4%. The Council is working actively to reduce the number of vacant homes, and has a strategy to help achieve this, but vacant homes are often owned privately and the Council’s ability to intervene is limited. In addition, there is a need to have some vacant homes (normally about 3%) in order for the housing market to function effectively so that people are able to move house. Our policy approach is to reduce the number of homes needed each year by aiming to keep the vacancy rate at 4% or below.

Brownfield land

- 13.4 We have undertaken a Study to assess how much housing can be accommodated in the urban area. Whilst almost 5,000 new homes could be accommodated on brownfield and other appropriate sites, this would not be enough to meet Sefton’s housing needs in the years ahead.

Use of green spaces in the built-up area

- 13.5 We have identified a small number of surplus greenspaces which could be developed in the urban areas, with capacity for around 650 dwellings. These sites will be consulted on alongside other proposed development sites. However, the

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vast majority of Sefton's urban greenspaces are not appropriate for development and will continue to be protected.

Five years' supply of housing land

- 13.6 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 3.4 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 chosen Local Plan option must address this. As long as it does not, we will be vulnerable at planning appeal. 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.

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

- 14.1 This is referred to in the policy on 'Housing Allocations and Phasing' in the Preferred Option Document. The Document 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 far as possible close to where the needs arise.
- 14.2 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 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.
- 14.3 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.
- 14.4 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 have also been 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 international important nature sites.
- 14.5 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. 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.

- 14.6 The Document identifies land as being suitable for new homes, both within the built-up area and within the Green Belt. It also identifies reserve sites in the Green Belt in case some sites prove not to be suitable [‘Housing Allocations and Phasing’ policy]. This approach is necessary because Inspectors at other examinations into Local Plans have required a 5% buffer in order to ensure a realistic prospect of achieving a planned supply and to ensure choice and competition in the market.
- 14.7 The Document also indicates sites in the Green Belt considered suitable for new business parks. These comprise one for the south of the borough [east of Maghull], one in the north [an extension of the existing Formby Industrial Estate, east of Formby], and an extension to the Crowland Street, Southport, industrial area [see the section on ‘Sustainable Growth and Regeneration’]. Two of these three sites will have a mixed use allocation and be developed with supporting residential development – thereby ensuring new development is sustainable. 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 significantly invest in local infrastructure including new motorway access, improved local highways, public transport improvements, environmental improvements and support for local facilities and services as appropriate.
- 14.8 The sites in the north of the Borough have been identified as being suitable for business use in the Employment Land and Premises study undertaken by specialist property and economic development consultants BE Group. They have also identified a need for a business park in the south of the borough but they did not propose a specific site. The land to the east of Maghull has been identified to develop a mixed housing and employment site with significant investment in infrastructure in the local area.
- 14.9 In summary, our strategic policy approach will ensure that development in the Green Belt will meet needs as far as possible where they arise. 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.
- 15. During the consultation on Options in 2011, many people opposed development in the Green Belt – what account has been taken of their views?**
- 15.1 The views of local people are important, but they must be balanced 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. Despite significant objection to any development in the green belt - there was also some support for development and growth.
- 15.2 The Government makes it clear in the Framework that it is committed to sustainable development and to securing economic growth. Local Plans are

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encouraged to “... identify strategic sites, for local and inward investment ... and to meet anticipated needs over the plan period” [Framework, paragraph 21].

15.3 Independent employment land, housing studies and other studies come to very clear conclusions. The realistic needs of the Borough over the period of the Local Plan cannot be met without reviewing the boundary of the Green Belt.

15.4 However, many of the sites in the Green Belt which were identified as being potentially suitable at the Options stage are no longer proposed for development. It was always anticipated that some sites might not be suitable for a variety of reasons, e.g.

- it would be too difficult to overcome some of the constraints affecting some sites e.g. flood risk, nature designations
- some landowners have decided they do not want their sites to be considered for development.
- we need to consider impacts on communities of allocated sites –a proliferation of many sites in a small area could be undeliverable and potentially unacceptable.

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

16.1 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 functions, including recreation, nature area and drainage.

16.2 Concern has been expressed about the loss of high quality [‘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 under Option Two is high quality [‘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. A maximum of 84% of land selected for Option Two is best and most versatile. However, the total land identified for Green Belt development under Option Two represents 3.7% of the agricultural land in the Borough.

16.3 This is a small proportion of the total 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 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. Because of the distribution of the best and most versatile agricultural land in Sefton (most of the eastern area), it is inevitable that some of the higher quality land will have to be developed.

16.4 Since the Framework has been in place, there have been a number of public inquiries where the protection of agricultural land has been given significantly less

weight than meeting housing needs. This is a material factor that we must consider.

16.5 The 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.

17. The Preferred Option Document is about more than meeting needs for homes and business. What are the other key messages?

17.1 Section 4 above listed a number of issues which the Document addresses. The Document aims to provide a policy response to these issues. The Local Plan is limited in what it can achieve and will be most effective when it is part of a co-ordinated approach, promoting responses which are consistent with strategies prepared by the Council's partners.

17.2 Regeneration is a key theme, and a section of the Document is titled "Sustainable Growth 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 Document 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 Document is also clear that growth of the Port can only be supported when it does not cause unacceptable harm to the local environment.

17.3 The Borough has an increasingly ageing population which presents particular issues including making sure there is appropriate accommodation and health care. Option Two 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.

17.4 The Borough needs new and improved infrastructure. Lack of public funding means less investment in infrastructure. Option Two 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 will be prepared for the next stage of the Local Plan. This will set 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.

17.5 The difference in health between different [and sometimes neighbouring] parts of the Borough has long been a concern. The Document contains a section called 'People and Places' which comprises policies on 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 linked to health and wellbeing objectives. 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 openspaces and leisure. Option Two will provide more opportunities for this.

17.6 We want to provide attractive places for people to live, work in and visit. The Document sets out an approach to design to make sure that development is

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designed to a high standard. Our policy approach also seeks to preserve important heritage assets in the borough.

- 17.7 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.
- 17.8 Our approach to urban greenspace needs to change to reflect national planning policy. Much of our public open space (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 allow more development whilst retaining the key characteristics of the sites as far as possible, and more development on site where this use has ceased. Almost all former private urban greenspaces will now be part of the primarily residential area.
- 17.9 Town and local centres nationally are under pressure with the downturn in the economy and in particular with the rise of internet shopping. The Document proposes a more flexible approach to uses in our centres, while protecting key parts of our town centres in retail use.
- 17.10 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.
- 17.11 Overall, it is considered that the Preferred Option represents a sustainable balance of uses which best meets the needs of the Borough looking ahead to 2030. The view is taken that this Option also makes the best use of the opportunities and resources available to the Borough.

18. Studies and evidence

- 18.1 A number of studies provide background information which has been taken into account in selecting the Preferred Option. Where studies have been prepared in-house they have been externally assessed.
- 18.2 Green Belt study and Methodology for Selecting Green Belt sites. A draft Green Belt Study was carried out in 2011 and this was the basis on which sites were included in the Options Paper consultation as having potential for development. This was externally validated by a company called Envision. This study has been updated and, together with information from other studies, has been used to

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select sites which are included in the Preferred Option. Discussions took place with landowners to check whether their sites were genuinely available for development and to enable the Council to gauge where and how many homes could be built each year.

- 18.3 The capacity on these sites was more than 10,000 homes, and well above the number required for Option Two, even allowing for a 5% buffer. A 'traffic light' assessment was then undertaken, both on the sites consulted on at the Options stage as well as on a small number of additional areas submitted by landowners or developers during the Options consultation. It was concluded that most sites were not suitable for development, but a few were added in. Like the Green Belt Study methodology, the methodology for assessing the Green Belt sites for inclusion in the Preferred Option was independently checked by AMEC, consultants appointed by the Government's Planning Advisory Service for this purpose.
- 18.4 An assessment was carried out for each area using a number of criteria. Each was rated 'red' [not suitable for development], 'amber' [possibly suitable if an issue could be overcome or where further information was required], and 'green' [any issue would not preclude development and could be dealt with at planning application stage]. Not all criteria have the same weight. The rating used in this methodology is not the sole reason for selecting sites but is one important aspect.
- 18.5 The Strategic Flood Risk Assessment (2013) (SFRA) and Sequential Test Position Statement 2013. These documents have been prepared in line with government advice. They have been used to help select sites which are suitable for development and to help the Council write Local Plan policies to manage flood risk.
- 18.6 Government advice is that only river and tidal flood risk should affect the location of development sites, but that all flood risk from all sources should be taken into account when looking at the design of development or where exactly it is built within the site.
- 18.7 The Sequential Test Position Statement 2013 applies the sequential test to potential development sites in Sefton, using the most up-to-date information in Sefton's SFRA.
- 18.8 Sustainability Appraisal. This is an overall assessment of the Plan, its aims, vision and policies against a wide range of sustainability objectives, to assess the overall impact of the plan on the sustainability of Sefton. The Sustainability Appraisal highlights some of the implications of the possible options in relation to wider sustainability objectives and, together with many other pieces of evidence, will help the Council in making coming to a recommendation on which should be the Preferred Option.
- 18.9 Consequences Study. This has been referred to throughout the report and has helped to highlight the impacts of the various Options, from an economic, social and environmental perspective, not only on Sefton but on its adjoining authorities. The Consequences Study does not recommend any particular Option as this

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was not what it was commissioned to do. However, it has provided very useful information to assist the Council in choosing a Preferred Option.

19. Minor change to proposed site at Hightown

- 19.1 The plan which was available at the meeting of the Overview and Scrutiny Committee on 28th May identified one site for development south east of Hightown. This plan needs to be replaced with the correct plan which is appended at the end of this report.

20. Consultation

- 20.1 There will be 12 weeks of consultation beginning on 8th July. Two reports have been taken to the Public Engagement and Consultation Panel outlining our approach to consultation. We have worked with the national Planning Advisory Service in reviewing our approach to this consultation. In addition we have worked with a group of senior officers from across the Council. We have also held meetings with a number of key residents' groups to discuss our planned approach and seek feedback on it. [Our 12 week consultation is significantly more than what we are required to do – six weeks is considered to be good practice, though the Council's own Statement of Community Involvement has a standard of eight weeks].
- 20.2 We plan a multi pronged approach to the consultation with widespread media coverage. We are planning a 'wraparound' of the Champion paper, and that this will be delivered even to those homes which do not normally receive the Champion, thereby achieving full Borough coverage.
- 20.3 There will be a series of public events in the early part of the consultation at 10 venues well spread across the Borough. This will be followed up in September with five further events, to provide opportunities for those who missed the first round of consultation. Attendance at these events will have to be booked beforehand, so we are able to manage numbers in relation to the staff available. This will mean that those who attend will have a chance to discuss their views with a member of the planning team, and also to make sure that the limited staff resources are used most efficiently. This approach was suggested by the Government's Planning Advisory Service representative.
- 20.4 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. There will also be events in September geared at special interest groups [e.g. those covered by Sefton Council for Voluntary Services].
- 20.5 We will prepare a response form to encourage people to record their views and send them to the Council. We will compile a Report of Consultation and report back to Planning Committee and Cabinet in due course.
- 20.6 The Preferred Option document is quite technical in places and must address some complex topics. However, it is important to try to communicate these issues clearly. We will prepare material for the public events which are easy to understand and we aim to make the web-site straightforward for people to use.

- 20.7 There is scope to make some of the policies and the explanations in the Document read more simply without changing their meaning. The document can also be presented in a way which makes it easier for people to read and understand. Authority is requested to make such minor editorial changes before the document is printed.

21. Next stages

- 21.1 The Publication version of the Local Plan will be prepared during 2014. The Publication draft will take account of updated information such as:
- the results of a housing study, due to be commissioned shortly, which will include a revised assessment of the number of affordable homes which we need, as our current study [Strategic Market Housing Assessment] is becoming dated.
 - the results of a study of the needs of gypsies and travellers; this study has been commissioned jointly by the Merseyside authorities. This will help us know how many pitches should be provided for gypsies and travellers in Sefton and a site [or sites] will be included in the Publication draft of the Plan
- 21.2 There will be a further statutory six weeks of consultation after which the draft Local Plan is submitted to the Secretary of State for public examination. At this stage comments can only be made on matters relating to the 'soundness' of the Plan. The examination is planned for late 2014.

22. Conclusions

- 22.1 The Preferred Option Document is an important stage in the preparation of the Local Plan for Sefton. The Government's support for sustainable development and for economic growth is clear.
- 22.2 There can often be potential conflict between development and the benefits which flow from it, including the likely environmental impact for the Borough. However, to choose Option One and 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, 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.
- 22.3 Although Option Three would provide more homes and jobs, this level is not considered to be justified by current projections of population and household growth, or past levels of building houses in Sefton. Most neighbouring authorities have expressed concern about this option. Although it would enable an even greater contribution towards improving infrastructure through development, officers do not consider these benefits would be justified because of the likely impact on the environment.
- 22.4 Option Two is recommended as the best option for Sefton - it fits with the government's policy approach, and also addresses most of the Borough's needs whilst still protecting much of the environmental quality of the Borough. Sefton will benefit from the fact that this Option promotes economic growth and provides for a range of homes jobs and infrastructure which will encourage more families and

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younger people to live and work in Sefton. This option will strike a balance between promoting growth and protecting the most important environmental assets. Neighbouring authorities support this option too. This factor is important as Sefton has a legal duty to co-operate with adjoining authorities as well as with other organisations.

- 22.5 Option Two helps us address many of the issues and challenges facing Sefton which are described in the Document. It offers most opportunities for achieving quality sustainable development which responds sensitively to Sefton's valued environments. It will promote appropriate investment in the future of Sefton and in its assets, for residents and businesses alike. It also represents the Option which is most likely to be found sound by an Inspector at a future examination of our Local Plan.

Proposed revision to land identified at Hightown for development



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Sefton Local Plan

Preferred Option document

**Sefton MBC
June 2013**

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- *The only other land which could meet our needs is Green Belt land ... but isn't this meant to be protected from development for all time?*
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Section A - Context

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1. Introduction and context

- 1.1 This document is the 'Preferred Option' and is one of the stages of preparing a Local Plan for Sefton. The Local Plan will cover the period 2015-2030, and it will replace the Sefton Unitary Development Plan which was adopted in 2006.

What is the Local Plan?

- 1.2 The Local Plan is a statutory document which sets out the Borough's planning policies and priorities.
- 1.3 In 2011 we consulted on a number of Options for the future of Sefton. This was carried out under the banner of the Core Strategy. New regulations have given a different name to the development plan for an area. It is now known as the Local Plan.
- 1.4 There have other major changes to the planning system since we consulted on the Options document.
- The National Planning Policy Framework was introduced in 2012, replacing previous national policy statements and guidance.
 - The Localism Act (2011), which sets out the framework within which local people – Parish Councils and Neighbourhood Forums -can produce their own distinctive local and Neighbourhood Plans. However, these must conform to the Council's Local Plan.
 - Regional Spatial Strategy for the North West (RSS) was revoked on 20 May 2013. This means that its policies are no longer relevant in preparing a Local Plan for Sefton. However, the evidence for the RSS may continue to be relevant.
- 1.5 The Local Plan sets out:
- How we will provide for development to meet the needs of our 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.
- 1.6 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 which give Sefton its distinctive character.
- 1.7 There are a number of stages in preparing the Local Plan and these are set out in Figure 1 on the next page.
- 1.8 The key things we have had to take into account in preparing this stage of the Local Plan are:
- The National Planning Policy Framework and especially its emphasis on:
 - Allowing sustainable development
 - Taking account of objective evidence
 - Identifying, and then meeting, local needs
 - Making sure that sufficient land of the right type is available in the right places and at the right time to support sustainable growth.
 - Other key Council strategies and those of partners (such as the Public Health strategy)
 - Comments from the public and other organisations received in earlier consultations.

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Figure 1 The Local Plan – stages of preparation

Timescale	Stage of Local Plan Preparation	Comments
<p>2008 - 2009</p> <p>Summer 2009</p>	<p>Issues</p> <p>Public consultation on Issues</p>	<p>Information about this consultation can be found on the Local Plan web-site.</p>
<p>2009 - 2012</p> <p>Summer 2011</p>	<p>Options</p> <p>Public consultation on Options</p>	<p>More information, including about the consultation and the Council's initial responses, can be found on the Local Plan web-site.</p>
<p>2012 - 2013</p> <p>Summer 2013</p>	<p>Preferred Option</p> <p>Consultation on Preferred Option Document</p>	<p>We are now at this stage.</p> <p>This is the main opportunity to comment on the Local Plan.</p>
<p>June – July 2014</p>	<p>Publication</p> <p>Public consultation (Notification)</p>	<p>The Council's ability to make changes to the Local Plan is more limited at this consultation stage, and must only relate to whether the Plan is considered to be 'sound'.</p>
<p>August – September 2014</p>	<p>Submission</p> <p>Formal submission to the Secretary of State</p>	<p>Submission to the Secretary of State</p>
<p>November 2014</p>	<p>Examination</p> <p>Examination in Public</p>	<p>An independent Inspector will conduct the Examination.</p>
<p>March/ April 2015</p>	<p>Adoption</p>	<p>Council formally adopts the Local Plan, which replaces the Unitary Development Plan (2006).</p>

- 1.9 The National Planning Policy Framework makes it clear 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).

What does the ‘Preferred Option’ contain?

- 1.10 This document sets out:
- A Vision and Objectives for Sefton;
 - The Preferred Option and also other Options which were considered but rejected;
 - The strategy to help implement the Preferred Option;
 - Plans showing where land has been allocated for a particular use; and
 - Detailed policies setting out our requirements for new development – including being clear about what will not be permitted.

Commenting on the ‘Preferred Option’:

Consultation on the ‘Preferred Option’ is the main opportunity for you to comment on, and influence, the strategic direction, detailed policies and allocations of sites through the Local Plan.

- 1.11 The Council will consider comments made and amend the Local Plan where it considers this to be appropriate. When commenting, if you disagree with a policy or part of a policy, you should set out what your alternative is.

Other Local Plan Options which are not being taken forward

- 1.12 The ‘Preferred Option’ is based on meeting identified needs across the Plan period. The proposed spatial strategy aims to meet these needs across Sefton. This is broadly similar to ‘Option 2’ which we put forward at the Options stage, although it has been updated in the light of recent evidence and is likely to need further updating in the future.
- 1.13 We considered some other Options but have not chosen them as the Preferred Option mainly because of:
- What the National Planning Policy Framework requires us to do,
 - New and updated studies providing evidence of local needs and issues in Sefton. These studies are listed in Appendix 1,
 - The results of various assessments which we are required to carry out, for example a Sustainability Appraisal (which includes Strategic Environmental Assessment).
- 1.14 More information about the Options not being progressed is set out in chapter 6 of this document and in the Sustainability Appraisal report.

Where can I see a copy of the Preferred Option?

On-line [<http://www.sefton.gov.uk/localplan>], Sefton’s libraries and at the Council offices at Magdalen House, Bootle, L20 3NJ

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How can I comment?

On-line, email and by letter- preferably using the comments form

The main web-site for the Sefton Local Plan is <http://www.sefton.gov.uk/localplan>.

2. Profile of Sefton

- 2.1 Sefton is a coastal borough with a population of approximately 274,000 (2011 census) 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 boroughs of Knowsley to the south-east, and the largely rural West Lancashire elsewhere.



Figure 2.1 Sefton in its sub-regional context

- 2.2 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.

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- 2.3 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.
- 2.4 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. Most of the Port of Liverpool is situated in the south of the Borough. Sefton is therefore an important gateway for trade with Ireland, America and the Far East.

South Sefton

- 2.5 The south of Sefton abuts north Liverpool and shares many characteristics. 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.
- 2.6 A significant part of the operational Port of Liverpool is in south Sefton, including the Seaforth container terminal and the Freeport. The Port of Liverpool has ambitious plans for further expansion including the new deep river berth for 'post-Panamax' vessels. 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. However this land also presents opportunities - for housing and commercial development to bring new life to a part of the borough which has a strong sense of community. Parts of south Sefton and the adjoining area of north Liverpool have been identified as priorities for regeneration, and both Councils have agreed to a strategic framework to help bring this about.
- 2.7 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 former, vacant, industrial sites and rebuilding of new homes. There is a need for further investment to make sure that this area continues to improve, although government funding for this initiative has come to an end. The Council has resolved to channel 'New Homes Bonus' funding towards this area.
- 2.8 South Sefton's ability to grow is constrained by the Port to the west, the urban form where it adjoins Crosby and Aintree and the boundary with Liverpool.

Southport

- 2.9 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

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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.

- 2.10 Approximately 40% of the population of Southport (including Birkdale and Ainsdale) is aged over 55 (a percentage which is expected to increase significantly). This means Sefton has one of the oldest populations in the North West. This brings specific challenges for housing and health care. 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.
- 2.11 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, southern Birkdale are some of the least deprived areas in Sefton and nationally.
- 2.12 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. Many of these provide valuable employment, but not all are ideally located. Over time these are being redeveloped for housing, and they may make a small contribution towards meeting future housing need.
- 2.13 Southport's ability to grow is constrained by the coast to the west and the boundary with West Lancashire in the north and east.

Central Sefton

- 2.14 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.
- 2.15 The central area of Sefton also includes historic villages like Melling, Sefton, Lunt, Ince Blundell and Little Crosby, and the larger village of Hightown.
- 2.16 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. Although some areas are relatively more deprived and there is a considerable need for affordable housing, generally Formby is one of Sefton's more wealthy areas and a prime location for executive housing for Sefton and Merseyside.
- 2.17 The popular residential districts of Crosby have a mixture of large Regency, Victorian and Edwardian housing. The coast also helps define this part of the borough.
- 2.18 Maghull (including Lydiate) is a large town in the east of Sefton. It has mainly grown throughout the second half of the twentieth century. Like the other settlements in Central Sefton, it is primarily a commuter settlement.
- 2.19 There are relatively few employment areas in central Sefton, with one main, larger industrial area which is in Maghull, and retail and industrial areas in Aintree. There are smaller industrial pockets in Seaforth, Crosby and Formby, plus town centre and other

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employment opportunities (including in coastal leisure and tourism, and smaller-scale offices, especially in Crosby). Central Sefton is 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. The Leeds and Liverpool Canal passes through Maghull, Liverpool and offers opportunities for recreation and tourism.

2.20 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 sense of place.

2.21 **The rest of this profile looks at some of the characteristics of Sefton under a number of themes**, which are based on earlier government guidance about sustainable communities:

- a sensitive environment
- homes and neighbourhoods
- jobs and economy
- making connections
- healthy & safe.

Sensitive environment

2.22 Sefton's 22 miles of 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. The Coast helps define Sefton and is an important part of its identity. It stretches the length of the borough and contains a number of internationally important nature reserves and the most extensive dunes in England. There is a real sense of local pride and interest in this natural heritage which also attracts many visitors to the area. 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.

2.23 Other important green infrastructure in Sefton includes trees, especially urban trees. 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 which play an important part in the lives of people who live and work in, and visit, Sefton, and other nature sites away from the Coast. This green infrastructure can also help Sefton meet the challenge of climate change. Green space can help reduce air temperatures, provide shade and shelter and provide storage areas for flood water.

2.24 Much of Sefton is flat and low-lying, which makes it potentially vulnerable to flooding from a variety of sources. This risk of flooding is likely to increase with climate change. In recent years Sefton Council has required major non-residential development to include on-site renewable energy provision, and its commitment to a low carbon economy will help to reduce the impact of climate change.

- 2.25 The borough 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 located throughout Sefton and contribute to the value, attractiveness and distinctiveness of their local areas.
- 2.26 We need to ensure that the most sensitive aspects of the environment continue to be protected from development.

Homes & Neighbourhoods

- 2.27 Sefton comprises a largely self-contained housing market - most people who live in Sefton want to continue to live in Sefton. A recent study (*Housing Search and Expectations Study 2010*) 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 much higher in central and north Sefton than in the south of the Borough. In general terms, there is a need for more affordable housing in the north and more private housing in the south.
- 2.28 The number of vacant (i.e. empty) homes in Sefton is just over 5,100 (based on 2012 Council tax data), about 4.1% of the total stock. This matches the north west average, but is lower than the Merseyside average of 4.46% including both Liverpool and Knowsley. Of the total number of vacant homes, 2,200 are classed as long-term vacant, i.e. vacant for more than six months. These vacancies are concentrated in south Sefton and central Southport.
- 2.29 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.

Jobs and economy

- 2.30 Economically, Sefton is an integral part of the Liverpool City Region, with the exception of Southport which operates as a largely self-contained employment market. 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. Sefton has an industrial heritage in the south of the Borough, but there are now only low levels of manufacturing, and little of this is of high value. There is a limited amount of employment land in north Sefton. In fact, Sefton's employment land supply is, by some way, the smallest of any greater Merseyside local authority area.
- 2.31 Sefton has high skill levels and a low rate of deprivation when compared to the other local authority areas of Merseyside (although there are pockets of deprivation in Bootle and Seaforth). Unemployment has increased sharply during the recession, but decreased significantly in the last 12 months. The proportion unemployed in Sefton remains significantly lower than in Liverpool and Knowsley.
- 2.32 Two out of every five jobs in Sefton are in 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. Sefton has fewer businesses (21 per 1000 working age population) than the North West and national average.

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- 2.33 Whilst Sefton compares well with other districts in Merseyside, too few 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. Unemployment levels, linked to poor skill levels and long-term structural changes in the economy (for example affecting jobs for dock workers), have been historically high in the most disadvantaged parts of the south of the Borough. This is despite past efforts to increase the number and variety of jobs available in places close to where people live, to provide greeter training opportunities and to provide advice and support for local businesses.
- 2.34 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 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 (including the rise of internet shopping). Centres in Sefton, as elsewhere, must adapt and evolve if they are to remain vibrant, attractive destinations for a range of shops, services and other uses. More specifically, each of Sefton's centres faces 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). Some local centres e.g. Seaforth have been particularly hard hit and present a major challenge for regeneration.
- 2.35 The Port 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. Although the Port of Liverpool has ambitious plans for further expansion, this is restricted in Sefton by a lack of available land, with potentially available land being internationally important for nature conservation. Expansion of the Port will require improved access during the lifetime of this Plan. Activity associated with the Port has an impact on local communities through traffic, noise and air pollution, and this needs to be carefully considered in any proposals for expanding the Port's operations.

Making connections - travel and accessibility

- 2.36 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 people use the train to travel to work. Despite this, most people travel to work by car (57.7%), with public transport accounting for one-fifth of journeys (20.8%).
- 2.37 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 is difficult for many people to use public transport to get to health, leisure or other facilities, especially in the evenings and at weekends.
- 2.38 Our roads are under increasing pressure as traffic flows continue to increase. This

leads to local congestion 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. The proposed Brooms Cross Road (Thornton to Switch Island link), on which work is due to commence later this year, will help reduce some of these problems.

- 2.39 The 2011/12 study of how people enter Merseyside's main towns during the morning rush hour shows that Bootle (78%) and Southport (80%) have the highest private car use. The average is 57% and Liverpool City Centre is just 37% [source Mott Macdonald 'Modal Choice into Merseyside Centres 2011/12']. In 2006 30% of people travelled to work by sustainable methods (walking, public transport and cycling) a decrease from 38% in 2001 [2012 update].
- 2.40 Many areas in Sefton are poorly served by essential infrastructure (such as roads, water, electricity, sewers and gas) services and facilities. In the past new development has often not contributed enough to resolving these issues and in some cases has made the problem worse by increasing demand in areas with restricted capacity. 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.

Health and wellbeing

- 2.41 The population of Sefton has declined slowly from a peak of 300,100 in 1981. It is currently around 275,000 and for the first time in 30 years this decline has stabilised and even reversed. The population is now projected to rise to about 286,300 by 2031. (*ONS 2010 based sub national population projections for Sefton (published 21/3/12)*).
- 2.42 The Borough has an ageing population and the number of residents aged 65 is now about the same as the numbers of people under 20, and likely to continue to increase. More than one in every five of Sefton's residents are now over 65; this is predicted to be close to one in three by 2033. 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 workforce.
- 2.43 Sefton is ranked as the 83rd most deprived borough nationally (from 354 English Local Authorities), though it is improving (it was the 78th most deprived in 2004) but this conceals a wide diversity within the Borough. Generally, the more affluent areas of Sefton are in the north, with the exception of central Southport.
- 2.44 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.
- 2.45 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.
- 2.46 As our population continues to age there are increasing issues with health, and the number of households with someone living with a long- term disability continues to

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grow.

- 2.47 Sefton is a safe place to live compared to England as a whole. However there are variations within Sefton. In 2012 the areas that had the highest recorded levels of crime were south Sefton and central Southport, with parts of Bootle having five times as much crime reported than parts of Formby (*Linacre ward 12.87 crimes per 100 population; Harington ward 2.52 crimes per 100 population*).
- 2.48 Sefton Council now has greater responsibilities for public health, as well as the NHS role. Strategic objectives for the Sefton Health and Well-being Strategy (draft, 2012) include supporting older people and those with long term conditions 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.

3. Key issues

3.1 The following key issues have been identified as needing co-ordinated action by the Council and other agencies within the lifetime of this plan. They have come to light in the course of discussions and consultation with many local people and organisations and through an assessment of Sefton's current performance across a range of issues. This includes consultation at the Local Plan 'Issues' stage in summer 2009, the 'Options' stage in summer 2011 and consultation on other Council and partner strategies such as Sefton's Strategic [health] Needs Assessment in 2012. They have been consistently identified over a number of years as important issues. These priorities are supported by studies and other evidence.

- How can we make the best use of the Borough's resources and assets, including former industrial sites, brownfield sites, vacant homes and the environment?
- Given the lack of capacity within the urban area, how can we help the Borough to grow and develop while protecting and enhancing the high quality environment of Sefton?
- How can we meet the need for new homes, make sure they are of the right type, built at the right time and to a high quality?
- How can we provide enough affordable housing particularly given the recent welfare reforms and changes to housing benefit?
- How can we increase enterprise, develop skills & sustain business growth to reduce the number of people who are not in education, employment or training?
- How can we allow the Port to grow whilst making sure there is no unacceptable harm to amenity and that appropriate mitigation or compensatory provision is made regarding potential harm to any internationally important wildlife sites?
- How can we make sure that our town and local centres continue to perform a valuable role within their communities, given the major challenges facing traditional retailing and town centres?
- How do we improve access to facilities, employment and services, particularly for those in rural areas, and improve accessibility between the west and east of Sefton?
- How can we make the most of the opportunities offered by new development to contribute to the new infrastructure the Borough needs?
- How can we address the causes of deprivation in order to improve health and raise the quality of life within Sefton's most deprived households?
- How can we best plan for an ageing population e.g. housing, health care services and accessible services?
- How can we most effectively meet the challenges of climate change?

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Responding to the issues

- 3.2 In planning for the future of Sefton we need to balance a number of competing priorities, to achieve sustainable growth. We need protect Sefton's environmental natural assets including its high quality environment and its rich heritage. We also have a responsibility to cater for development and growth in a planned way. And we want to improve the living conditions and opportunities for our residents.
- 3.3 'Sustainable growth' is about finding the balance between these different aspirations. We want to provide opportunities and choices for the people of Sefton, but in a way which protects the best of our special environment.
- 3.4 It is not a simple choice between protecting the environment on the one hand and allowing growth and development on the other. Protecting the environment at all costs would mean we would not provide enough homes and jobs for our residents. Focusing entirely on development and growth would harm Sefton's special environment. Yet we could not improve living conditions and offer new opportunities without promoting a certain level of growth and development.
- 3.5 Our aim is to protect the best of Sefton's outstanding environment, which draws people to live in Sefton even though they are likely to work across the City Region and beyond, and draws people to visit. The Coast in particular is a major asset both for recreation and especially for its international nature conservation importance. The borough has many other environmental assets including its heritage and its high quality agricultural land.
- 3.6 However, our aim must also be to make the most of the opportunities which development brings for the benefit of the people of Sefton. It is about providing more choices for where people can live; opportunities for training and jobs; better designed buildings; making it easier for people to get around. It is also about bringing new life to derelict areas, dealing with contaminated land and creating an environment which is greener, cleaner and healthier – in short, attractive places where people choose to live, to work and to visit.
- 3.7 Protecting the best of 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 services and facilities. The HMRI area is an example. The 'Housing Market Renewal initiative' (HMRI) has begun to change the housing quality, type and tenure available in the HMRI area in south Sefton, mainly through demolition of low demand homes and clearance of former, vacant, industrial sites and rebuilding of new homes. Although government funding for the HMRI has come to an end, the Council has resolved to channel 'New Homes Bonus' funding towards this area, and to investigate other potential sources of funding, so that progress continues. Re-use of this previously developed housing and industrial land should reduce housing development pressures elsewhere.
- 3.8 The challenge is to meet Sefton's needs for development over the next 15 years and beyond while making the most of the opportunities which development provides to create the type of environment in which people want to live.

4. 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.

4.1 Sefton has successfully planned for and delivered sustainable development and growth across the borough, meeting the needs of its communities. At the same time Sefton has retained and enhanced what makes it special – varied and distinctive communities living in an outstanding natural environment in a coastal location.

- 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
- Provision of new homes, jobs and facilities has been balanced with protection of the environment and improved living conditions – this combination has helped to reduce deprivation
- New development is well designed and integrated into existing communities;
- Important nature sites and heritage assets have generally been retained and enhanced
- New and enhanced areas of public open space, nature space and other green space have been provided
- There is a wider selection of quality and affordable homes for all of Sefton's residents and this balance in provision has helped to stem the trend towards an increasingly ageing population
- At the same time, more specialist accommodation for the elderly has been provided which has freed up larger homes for family use and progress has been made in meeting the needs of an ageing population
- 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
- 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
- A more flexible approach to town and local centres has enabled them to withstand major changes to retailing and to develop new roles
- Access to facilities, employment and services has improved as a result of new infrastructure, some linked to development. This includes the Brooms Cross Road (Thornton-Switch Island link), new links to the M58 and the new rail station at Maghull North
- The range of jobs has increased and levels of training and educational attainment have improved so that more people can access jobs. A more attractive environment, including public open space and green transport routes mean that more people take more exercise. This has helped reduce levels of deprivation and increase life expectancy
- Infrastructure has improved as a result of development, including upgraded waste water treatment and additional school places
- Sefton continues to meet the challenge of climate change by focusing on exploiting its potential to generate renewable energy; new businesses and homes and many existing homes now use energy more efficiently
- New development manages surface water more effectively and sustainably. Local drainage has been improved

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- New homes have been located in areas with the lowest risk of flooding, and where necessary have been designed to reduce the overall risk of flooding.

What does this mean for different communities within Sefton?

4.2 Local people have played an important role in shaping Sefton, notably through the preparation of the Local Plan and through Neighbourhood planning.

Bootle and south Sefton

- Regeneration has continued to be a priority and people have better access to opportunities for training, jobs, houses, healthy lifestyles and services;
- The main focus for employment and training continues to be in central Bootle, along Dunningbridge Road, and in Netherton;
- Hugh Baird College and other further and higher education facilities have expanded;
- The Hawthorne Road corridor has been transformed with high quality new homes and brownfield sites cleaned up and brought back into use;
- The growth of the Port has been the catalyst for investment in adjoining communities, notably Seaforth and Bootle;
- Bootle town centre continues to be the main centre serving south Sefton and north Liverpool, but has developed a more flexible role, as has Netherton centre and central Seaforth;
- Bootle office quarter continues to be a focus for civic and office uses but has developed a more flexible role.

Crosby and surrounding area (including Blundellsands, Thornton, Waterloo, Little Crosby and Hightown)

- The area has continued to make the most of the recreation and tourism opportunities offered by the Coastal Park and Antony Gormley's Iron Men
- The enhanced Waterloo centre and cultural area is an important shopping, economic and leisure focus, and Crosby centre has found an expanded role with new retail development, a wider range of leisure, entertainment and other uses
- Brooms Cross Road and other initiatives have improved air quality and the local environment, as well as giving easier access to the motorway network.

Formby, Little Altcar and Ince Blundell

- There has been continued emphasis on protecting and enhancing the natural coastal environment;
- There is a wider range of new homes which are well-integrated into the existing settlement;
- Formby centre continues to be a shopping focus but has developed a more flexible role;
- There are new employment opportunities in the expanded business park, better road links southwards and new compensatory areas of biodiversity and habitat;
- New development manages surface water more effectively and sustainably and local drainage has been improved.

Maghull, Lydiate, Melling, Aintree and the surrounding villages

- A wide range of new homes and local facilities have been provided throughout the area;
- The new neighbourhood to the east of Maghull is of high quality, meeting all design and resources objectives, and is well-integrated with the existing urban area;

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- Growth in Maghull has provided a new high quality business park offering new employment opportunities, with local facilities and services including public open space, and other green infrastructure and more capacity in local schools;
- Maghull centre has been enhanced and offers new shopping and other complementary uses;
- Access to jobs, services and facilities has improved considerably, with a Maghull North station and new links to the M58, and congestion has been reduced;
- Aintree continues to be important economically, particularly Aintree Racecourse and the Retail Park.

Southport (including Ainsdale, Birkdale and Churchtown)

- A wider range of homes has been provided, including more homes suitable for the elderly, and more affordable housing;
- Deprivation in the central area has been reduced
- New tourism, cultural and town centre development has enhanced the environmental, heritage and cultural strengths of the Town Centre and Seafront, including regeneration of Kings Gardens and new development of the Marine Park site;
- Southport's cycle town status has help promote cycling as an alternative to the car;
- New employment sites have attracted investment and created jobs, and green tourism has increased substantially.
- Our largest urban housing development (Town Lane, Kew) has been completed with extra care housing, and the associated Southport Business Park is fully developed.

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5. Objectives of Sefton's Local Plan

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

6. Meeting Sefton's needs – what are the options?

What does the Government say we have to do?

- 6.1 The Government is committed to sustainable economic growth. They provide a clear national planning policy framework for meeting local development needs. Local authorities are expected to carry out an up-to-date and objective assessment of the need for homes, business and other development and then set out how they will meet these needs during the 15 year lifespan of the Plan period.
- 6.2 Having carried out an objective assessment of needs, local authorities are expected to meet these needs unless the environmental harm of doing so is so great – in terms of nationally important assets or constraints - that it is considered that they should not be met. Whilst Sefton's environment is special, and important to people living in, working in and visiting the Borough, it is not special enough nationally to mean that we can avoid meeting our development needs.

What are Sefton's needs?

- 6.3 These include a variety of types of development including providing land for new homes and for business. They also include a range of supporting infrastructure e.g. roads, water supply, schools, shops and other facilities and services.
- 6.4 We have commissioned studies on the number of homes we require and the amount of employment land we should provide over the period of the Local Plan i.e. through to 2030. These figures may change in the future from two perspectives:
 - a) as the 2011 census based and other changed demographic information is incorporated into future Office for National Statistics population and Communities for Local Government household projections for the borough, and
 - b) as the borough's employment needs and supply change over time.
- 6.5 As the Local Plan proceeds towards adoption, it will need to reflect, as far as possible, the most recent data available from these and other sources and the changed land requirements, for housing and for employment land, arising from this work.

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STUDY:**Requirement for new homes**

[Review of Regional Spatial Strategy Housing Requirement for Sefton, NLP, published December 2012]

- this study looked at a number of demographic scenarios but concluded that the most appropriate scenario for Sefton was based on the 2010 sub-national population projections for the borough, adjusted downwards to reflect more cautious assumptions about future migration patterns and then subject to the application of the 2008-based CLG household formation rates to derive a projection of future households.
- this work was based on the most up-to-date published demographic information available at the time the study was undertaken covering the whole local plan period, hence it did not take account of the 2011 based interim sub-national population projections (published in September 2012) or the 2011 based interim CLG sub-national household projections (published in April 2013), both of which only looked forward to 2021 and did not cover the latter part of the local plan period 2021 to 2030.
- this demographic information will be updated in 2014 when revised population and household projections are published and, as a consequence, the preferred housing requirement figure, which is currently 510 a year and underpins Option 2, may change.
- calculations to derive the 510 a year figure assume a long term borough vacancy rate of 4% a year and does not include housing 'backlog'.
- the Option 1 figure of 270 a year reflects the assumption that only development needs within the urban area could be met, whilst Option 3 figure of 700 dwellings a year assumes more optimistic assumptions about household growth than Option 2

STUDY:**Employment land & premises**

[Employment Land and Premises Study Refresh, BE Group, November 2012]

- this study looked at a number of alternative approaches to calculating future employment land requirements but concluded that the most robust approach was to measure existing employment provision against an assumption that historic take-up rates would continue in the future. This generated a shortfall of 19.32 ha when measured against the existing supply (at April 2012) of 57.96ha, which increased to a 23.50 ha shortfall when sites with development constraints were excluded. The shortfall further increased to 30.76 ha when other deductions (12.39 ha) and additions (5.13ha) were made
- the study confirmed that Sefton had by far the smallest amount of employment land of any local authority in Greater Merseyside and only slightly more than West Lancashire which has a population of only two fifths of Sefton's population
- given the above, Sefton is committed to protecting its existing employment supply as far as possible, including its strategic employment sites
- in order to meet the 30.76 ha shortfall in provision, a need for two new business parks has been identified, one in the north of the borough (Land to the North of Formby Industrial Estate) and another one on the south of the borough (Land to the East of Maghull), plus one further employment site (Land to the South of Crowland, Southport).

How can these needs be met?

6.6 The built-up area of Sefton is running out of available land, mainly due to the success of previous policy initiatives. Our studies show that there is only room for around another ten years' development for new homes, and no opportunities to provide new business parks. However, because we want to make the best use of Sefton's resources, we must explore all possible ways of meeting Sefton's needs, and this includes the possible contribution from empty homes, higher density development, development on some under-used urban green spaces, sites outside Sefton and possible release of sites from the Green Belt.

Shouldn't 'brownfield land' [ie land which has been developed before] be used before building on green fields? ['greenfield land']

6.7 Yes. Our priority, wherever possible, is to try to provide for new development within the existing built-up area. This land is already counted in our calculation of the limited supply of suitable land in the urban area.

6.8 Some of our brownfield sites are heavily contaminated. They require a lot of investment before they could be made suitable for building new homes and businesses. It is not economically viable to do this without some kind of subsidy, and there is a shortage of grant subsidy to clean these sites up and make them ready for development. While we want these sites to be developed as soon as possible, we cannot count on them to meet any of our needs in the short term. They are, however, still included in our assessments of what is available in the Plan period.

6.9 There are two further important points. The National Planning Policy Framework weakens the priority given to using brownfield land for development. In addition, to maintain a continuous 5 year supply of housing land, which we do not currently have, Green Belt land will have to be released as soon as the Plan is adopted.

Can't vacant homes be brought back into use instead of building new homes?

6.10 There are currently about 5100 vacant homes in the Sefton - 4.1%, which is around the North West average vacancy rate. For any housing market to work effectively (for example to allow people to buy and sell homes), a vacancy rate of 3% is normally required.

6.11 2,200 of these are classed as long-term empty homes as they have been vacant for more than 6 months. If we succeed in keeping the percentage of empty homes to this level, the need for new homes on other sites is reduced. However, this on its own does not provide the answer to meeting all of our housing needs. The Council is working with other organisations to try to bring vacant homes back into use but this is a slow process which requires a lot of resources.

Could we build at higher densities in the built-up areas to save green fields being used?

6.12 Due to a change in national planning policy, we cannot insist on a minimum density at which new homes should be developed. The Government generally does not favour setting targets for density. But we can develop – and have developed - policies which seek to make the best use of development sites whilst taking into account the character of the surrounding area. This reduces the need for more homes to be built on other sites. However, we are limited as the Planning Inspectorate tells us that we must reflect the densities of development which the market wishes to deliver.

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Is there scope to build on little used green spaces within the built-up area?

- 6.13 There are many public open spaces within the built up area. However, these are generally highly valued by their local communities, particularly in areas of higher housing density where people's back yards or gardens are small. National planning policy aims to protect such public open spaces. If they were all developed this could affect local environmental quality and take away from local people valuable green infrastructure with all its many benefits e.g. for physical and mental health, ecological value, and providing 'breathing spaces' in areas which may already be quite built-up.
- 6.14 There is some scope to build on a few green spaces where this would not harm the environment. We have assumed around 600 dwellings could be built on these green spaces. Most are located in Bootle, Netherton and Southport, with a few in Formby.

Sefton's environment is very important – can neighbouring authorities help meet some of our needs?

- 6.15 All our neighbouring authorities – West Lancashire, Knowsley and Liverpool – have told us they are unable to meet any of our housing or employment needs. In fact, both West Lancashire and Knowsley have had to find land within their Green Belt to help meet their own needs. Like Sefton, they do not have sufficient room within their built-up areas. Also, a 2008 study indicated that eight out of ten people would choose to stay in Sefton if they moved house and this was confirmed by a separate movers survey (based on council tax records) in 2010. The reality is the vast majority of people who wish to move in Sefton wish to stay in Sefton.

The only other land which could meet our needs is Green Belt land ... but isn't this meant to be protected from development for all time?

- 6.16 National planning policy is that Green Belts remain largely open in the long-term and should be protected from inappropriate development; and that Green Belt boundaries should be altered only in exceptional circumstances, when preparing a Local Plan. National planning policy also says that we have to make sure in the Local Plan that enough land is available to meet the housing and employment needs of an area looking ahead 15 years and beyond.
- 6.17 The Merseyside Green Belt was approved in 1983 to help promote the regeneration of inner Merseyside. So the Green Belt boundary was tightly drawn around the edge of the urban area in Sefton and across Merseyside, so that land to meet future development needs would come from within the existing urban area (including previously developed land). The Green Belt boundary has remained virtually unchanged for the 30 years since 1983, more than double the anticipated time, and current circumstances mean that it should now be reviewed.

Given the above, what are the possible options for Sefton?

- 6.18 Based on the findings of the studies referred to above, we have considered three options which relate to different levels of growth. Each of these options would have differing implications, for example for infrastructure and jobs. These three options are broadly similar those we put forward at the Options consultation stage in summer 2011, although they have been updated in the light of recent evidence. We commissioned a study to help us assess the consequences of each of the options.

Option One: urban containment

- 6.19 This Option is that we should meet development needs entirely within the built-up area and keep the current Green Belt boundary as it is. This is a continuation of where development has taken place in the past, but would be at a reduced rate - over the past 30 years, most new development has taken place within Bootle and Southport. This

option would not set out to meet the expected level of need for new homes and land for business and would mean that we would run out of land for both in the early 2020s.

Option Two: meeting identified needs

6.20 This option is based on what the most recently commissioned studies say about Sefton's needs for new development. It is the closest option to past levels of development over the past 30 years. It would mean development both within the urban area and in the current Green Belt. This would require the Green Belt boundary to be reviewed. It would mean that about 5,000 homes would be provided outside the current built-up area. This would be in the region of 200 hectares. In addition three employment areas of about 60 ha would also be provided outside the built-up area, although some of this capacity would be provided after 2030.

Option Three: optimistic household growth

6.21 This option is based on higher levels of growth in the number of households. It would mean development both within the urban area and a greater amount of development in the current Green Belt. This would require the Green Belt boundary to be reviewed. It would mean about 8,500 homes being provided outside the built-up area. As with Option 2, three employment areas of about 60 ha would also be provided outside the built-up area, although some of this capacity would be provided after 2030.

Assessment of the Options

6.22 An independent Consequences Study was carried out to assess the likely implications of these options, both on Sefton and on adjoining authorities, from an economic, social and environmental perspective.

6.23 The Consequences Study is a detailed and complex piece of evidence. Its conclusions are:

- None of our adjoining authorities would support Option One as it would put more pressure on them to meet additional needs for homes; already West Lancashire and Knowsley are having to identify land in the Green Belt to meet their own needs and would not wish to have to meet some of Sefton's unmet housing needs through further Green Belt release in their Boroughs.
- From an economic point of view, Options Two & Three would be preferred; only Liverpool of the adjoining authorities would potentially support Option Three on the basis that it could attract new people into the sub regional area and would increase its potential workforce; however, this advantage was countered with the threat of de-population from Liverpool as people move out into Sefton and the radical change in commuting patterns (and congestion) likely to result, which would raise issues over the sustainability of Option Three from Liverpool's perspective.
- When considering Options Two and Three, the additional development for Option Three would not provide significantly more economic benefits when compared with Option Two as the amount of employment land does not vary.
- Options Two and Three would be expected to generate twice as many jobs as Option One [approx 3,350 and 3,800 for Options Two and Three as opposed to 1,700 for Option One].
- A similar situation is anticipated for GVA from direct investment, with Options Two and Three expected to generate approximately £110m and £120m as opposed to approximately £55m for Option One].
- 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

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- From an environmental perspective, Option One would have least impact. Option Two would have more impact but there are opportunities for mitigation and compensation. Option Three would have greatest impact, and it would be more difficult to mitigate or compensate for.
- Option One would mean there was very limited opportunity to deliver the affordable homes that Sefton needs, because we would be constrained by the existing urban housing supply. Options Two and Three would enable significantly more affordable homes to be built, thereby meeting needs.
- Option One would involve no planned Green Belt release but would be highly likely to result in an unsound Local Plan. [Options Two and Three would result in limited Green Belt release – 3.2% and approximately 4% respectively].

6.24 The Consequences Study does not recommended any particular Option as this was not what it was commissioned to do. It has provided very useful information to assist the Council in choosing a Preferred Option

What is the recommended Preferred Option?

6.25 Taking account of a whole range of factors including government guidance, Sefton's needs and aspirations, and the evidence from recent studies, **Option Two is recommended as the Preferred Option.**

6.26 There are a number of key factors which support this recommendation:

- it represents the best balance between meeting needs, and protecting and enhancing the environment
- it meets the Government's commitment to growth and providing choice of homes and other economic development
- it will provide more opportunities for families and young people for both homes and jobs and will therefore help to accommodate and stem the current trend towards an increasingly ageing population
- it will enable many more affordable homes to be provided than under Option One, though not as many as under Option Three
- 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 have to 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' so it is important that we 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 – 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 proportionate 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 and grow the economy

- It will protect the heritage and environments of Sefton with detailed policies requiring high design standards in new development
- It is considered to be a deliverable option.

6.27 Importantly, Option 2 is a sustainable option in that it can be defended at Examination.

Why have the two other options been discounted?

Option One

- this Option would not meet the needs of the borough, based on an objective assessment. It would fall some way short
- it would not promote sustainable development and economic growth, as required by the Government's Framework
- we would never meet our affordable housing needs, and would find it difficult to attract families to Sefton, to stem population decline and to avoid the labour force reducing
- while this Option may seem to protect the Green Belt from development, in reality this would not happen. The reason for this is that Sefton's readily available supply of 'deliverable' land for housing is below the five years' minimum required by the Government, and this would continue to deteriorate under an Option One approach. Failure to plan for a 'five year supply' would mean that proposals for development in the Green Belt could be challenged successfully at an appeal, even if Sefton were to refuse permission initially. We could therefore lose control over where new development was located – including in the Green Belt - benefits that could be gained for the local community may be lost.
- this Option would not be supported by any of our adjoining authorities. West Lancashire and Knowsley boroughs already have had to identify land in the Green Belt in their boroughs to meet their own needs. These Local Authorities can give evidence against Sefton at the examination stage.
- Option One would be extremely high risk, would fall short of meeting the needs of Sefton and would be highly likely to found unsound and thrown out at Examination.
- It would result in us having to redo our Local Plan, involving significant cost to update our evidence. We are aware of a number of local authorities which have had their Plans found unsound and been asked to amend them at a late stage.
- This Option would not meet the needs of our communities for homes and jobs and would mean we would run out of land by the early 2020s. It would not address Sefton's key issues.

Option Three

- this Option would provide more homes and jobs, but at a level which is not considered to be justified by current projections of population and household growth, or past levels of building houses in Sefton
- more land in the Green Belt would be required than has been currently identified; this would be concentrated in Lydiate and Formby due to a lack of suitable sites in the rest of the Borough
- it would provide even more affordable homes than Option Two, but this benefit is not considered to outweigh the likely harm to the environment
- all neighbouring authorities have expressed concern about this option because of the likely effect on their own boroughs - it would attract residents to Sefton from their authorities and could lead to their population decline and allocated sites remaining undeveloped. There would also be an increase in traffic because of the likely increase in the number of people who would live in Sefton and work in these

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other authorities and, for West Lancashire, this Option would narrow a strategic gap in the Green Belt.

- it would enable an even greater contribution towards improving infrastructure through development, but again officers do not consider these benefits would be justified because of the likely impact on the environment.

Our conclusion is that while Sefton places the greatest priority on meeting its needs within its built-up area, we have no choice but to look to our Green Belt to help meet our identified needs. Option Two meets Sefton's identified needs and this should be our Preferred Option.

7. How to use the Plan

- 7.1 The rest of this document sets out the spatial strategy for Sefton and the strategic and other policies which will help us to provide for development to meet the needs of our communities. Each policy has an explanation of why it is needed, its aims and, where relevant, how it will be implemented.
- 7.2 These strategic and other policies provide the policy framework for making decisions on planning applications and the strategic policy framework for Neighbourhood Plans. They also indicate priorities for investment in employment, housing and infrastructure.
- 7.3 A Local Plan consists of a Written Statement and a Policy Map. At this 'Preferred Option' stage we have not yet prepared a new Policy Map. However, we have prepared maps showing the key sites which will be allocated for housing and employment development, including all sites in the current Green Belt. Smaller housing sites are identified in the Strategic Housing Land Availability Assessment (SHLAA). The approach to current urban greenspaces is set out in Appendix 3. Where there is inconsistency between the Written Statement and Policy Map, the former takes precedence.
- 7.4 The Local Plan should be read as a whole. Typically, those making decisions on planning applications will need to consider the relevance and weight to be given to different policies and the Vision and Objectives of the Plan. This is particularly relevant in situations where two or more policies, or objectives are potentially conflicting or contradictory.

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The proposed spatial strategy for Sefton together with strategic and other policies is structured as follows:

Section B - Economy

Chapter 8: Sustainable Growth and Regeneration

- Strategic Policy: Spatial Strategy for Sefton
(Key diagram to accompany the spatial strategy)
- Strategic policy: Sustainable Growth and Regeneration
- Borough-wide policies for: the Extent of the Green Belt; Infrastructure; Housing requirement, housing allocations and phasing; Employment requirement and strategic employment locations, Primarily Industrial Areas and employment allocations, regeneration, infrastructure and developer contributions, centres and parades, mixed use areas, transport.
- Policies for the Southport area
- Policies for the Formby area
- Policies for the Crosby area
- Policies for the Maghull area
- Policies for the Bootle area.

Section C - Environment and Resources

Chapter 9: Protection and enhancement of environmental assets

- Strategic policy: Environmental Assets
- Other policies for: nature conservation and enhancement, minerals, green infrastructure, the Sefton Coast and development, heritage assets, landscape character.

Chapter 10: Climate change and carbon reduction

- Strategic policy: Climate change and carbon reduction
- Other policies for: flood risk and surface-water management, energy and carbon reduction, making the best use of resources, waste.

Section D - Community

Chapter 11: People and Places

- Strategic policy: Promoting Sustainable Development
- Strategic policy: People and places
- Other policies for: Design, education and care institution sites in the urban area, development in the Green Belt, house extensions and alterations, telecommunications, advertisements, health and well-being, food and drink uses, access and facilities, affordable housing, planning for Travellers, community facilities, development in Primarily Residential Areas, planning enforcement, pollution and hazards, land affected by contamination.

Section B - Economy

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Chapter 8. Sustainable Growth and Regeneration

This chapter sets out the strategic policy 'Spatial Strategy for Sefton'. The spatial strategy sets out the distribution of development across Sefton and what this means for different parts of the Borough.

The policies which follow set out in more detail how the spatial strategy will be implemented. These include the main site allocations for development and designations (such as Southport Seafront) in Sefton. Policies set out the uses which are acceptable in principle for particular sites, subject to other Local Plan policies which relate to environmental issues (in Section C) or development management (in section D of the Plan).

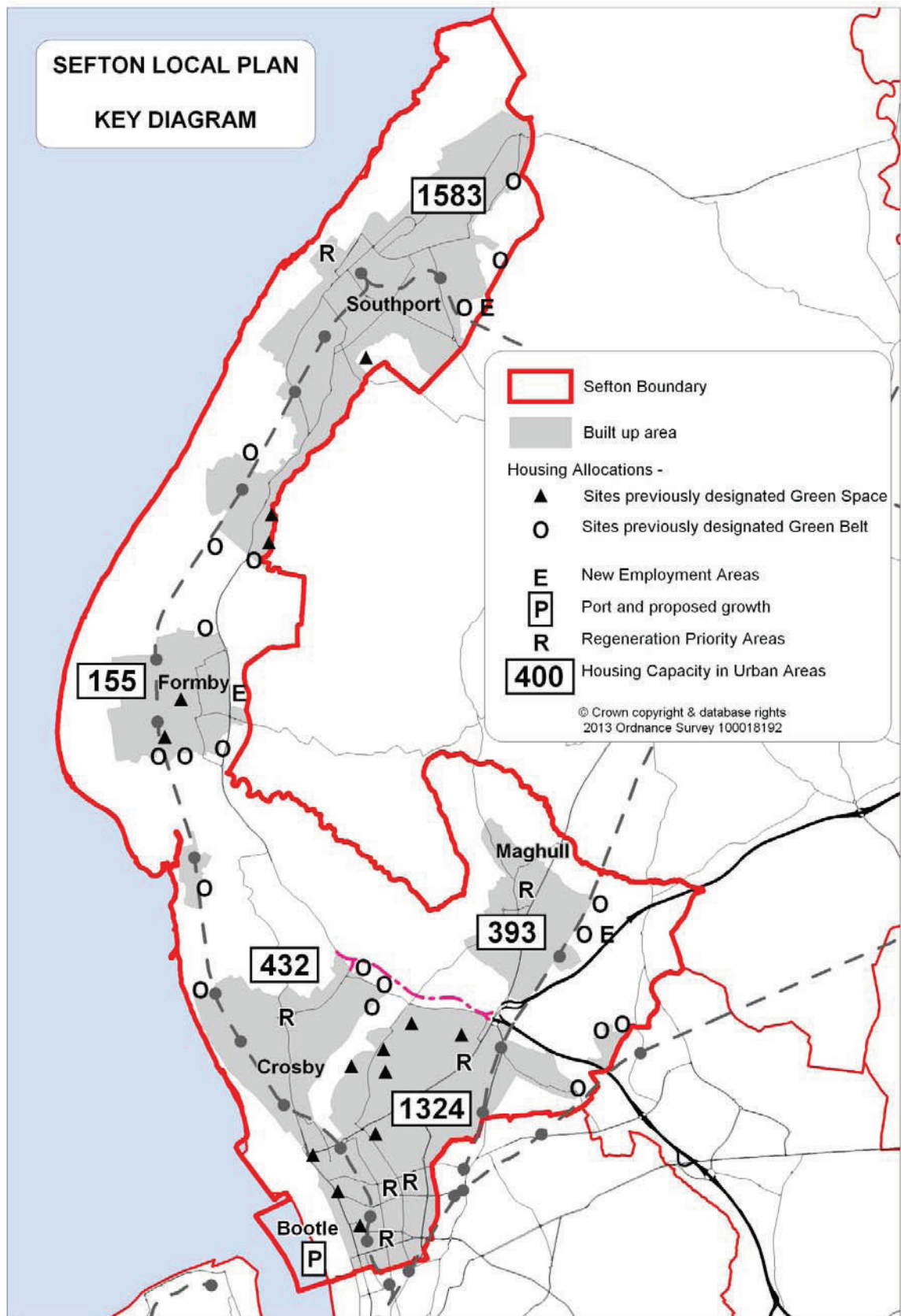
Strategic policy SS1: Spatial Strategy for Sefton

- 1) Development in Sefton should be consistent with the following principles. Development should:
 - Meet needs in the areas where they arise as far as possible;
 - Make the best use of Sefton's assets and resources, in particular brownfield land;
 - Be located on sites with the fewest environmental constraints;
 - Be in accessible locations or locations that can be made accessible.
- 2) This means that development in Sefton during the plan period [2015-2030] will be concentrated in and adjacent to the key towns of Southport, Formby, Crosby, Maghull and Bootle / Netherton.

A limited amount of development will be permitted adjacent to Hightown, Aintree and Melling/Waddicar. Only limited infill will be permitted in the smaller villages where this does not harm the character of the village or conflict with other policies in the Local Plan.

- 3) With the exception of the sites listed below and shown on the Proposals Map, the extent of the Green Belt will be maintained so that it continues to perform the five purposes of the Green Belt set out in the National Planning Policy Framework.
- 4) Land formerly in the Green Belt has only been released to meet the following needs:
 - a) New employment sites to meet identified needs; and
 - b) New housing to meet identified needs which cannot be met in the urban areas, in the following areas:
 - To the east of Southport and adjacent to Ainsdale;
 - To the north and south of Formby;
 - To the southeast of Hightown;
 - To the north of Crosby and east of Thornton;
 - To the east of Maghull, including the 'prison' site;
 - To the east of Aintree; and
 - To the north of Melling.

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Explanation

This policy sets out how and where Sefton will meet its identified development needs for housing and employment. These are for 510 homes a year, and a new business park in both the north and the south of the Borough, and an extension to Crowland Street [Southport] industrial area. This will allow Sefton to meet the Government's commitment to growth and providing choice of homes and other economic development.

The spatial strategy will bring significant investment in new infrastructure which will be paid for through the development process, and the following policy deals with this in more detail:

- Infrastructure and developer contributions.

The spatial strategy aims to achieve sustainable growth and regeneration. Development will take place both within the urban area and in land released from the current Green Belt (3.2% of the Green Belt) in a Green Belt boundary review. The following policy deals with this in more detail:

- Extent of the Green Belt.

The following policies set out the overall spatial allocations for housing and employment, and set the framework for regeneration of areas facing perhaps the greatest challenges:

- Housing requirement
- Housing allocations and phasing
- Employment requirement and strategic employment locations
- Regeneration.

Other, smaller, housing sites are identified in the Strategic Housing Land Availability Assessment (SHLAA).

Other policies in this chapter set out the spatial and development framework for other development needs across Sefton, as follows:

- Centres and Parades,
- Mixed use areas,
- Transport infrastructure.

Around 5,700 homes will be provided outside the current built-up area, on around 200 hectares of land. In addition three employment areas of about 60 hectares would also be provided outside the built-up area. Some of this provision will be on strategic sites, for which more detailed policies apply. These are:

- Crowland Street, Southport (for mixed development including employment uses)
- Land north of Formby Industrial Estate (for employment uses)
- Land east of Maghull (for both housing and employment uses).

Within the built-up area strategic sites include:

- Southport Seafront and especially the Marine Park site (for tourism uses)
- The Port and Maritime Zone (for Port-related uses).

The chapter sets out the land use and development allocations policies for each of Sefton's five main settlement areas, as follows:

- Southport area
- Formby area
- Crosby area
- Maghull area
- Bootle area.

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The spatial strategy is considered to be the best balance between meeting needs, and protecting and enhancing the environment. It makes sure that best use is made of Sefton's assets – including for land in the urban area and the Green Belt. The sites to be released from the Green Belt are the most sustainable sites, having regard to local constraints such as flood risk and ecological designations. The strategic site east of Maghull comprises a well-contained urban extension which is located between the Liverpool – Ormskirk railway and the M58. not only will this site deliver about 1,600 homes (some of which will not be completed until after the plan period), but this is the only area that can deliver benefits such as the provision of the planned Maghull North station, the 'missing' spurs on the south side of Junction 1 of the M58, but also it is the only area where a new Business park can be located to serve the south of the Borough, once the sites in the Dunning's Bridge corridor have been redeveloped.

Within Sefton's constraints, the spatial strategy aims to achieve a proportionate spread of development across the Borough, meeting needs as far as possible where they arise.

The spatial strategy allows for the provision of significant new local employment opportunities to help support and grow the economy, and of more opportunities for families and young people to secure both homes and jobs. It aims to help to stem the current trend towards an increasingly ageing population. It will allow provision of more affordable homes and other specialist housing including for travellers and Sefton's rising elderly population. The allocation of land for new homes and jobs may also help to keep some existing services viable because more people will live in a particular area. This is particularly important in the areas of Sefton with the highest levels of deprivation, and those facing the greatest challenges.

The key principles for the spatial strategy are that, as far as possible:

1. Development should be provided close to where the need arises. New development should be broadly in proportion to the size of community to which it relates;
2. Brownfield land should be used in preference to other land;
3. Any new development in the rural area (what is now the Green Belt) should relate closely to the urban area. This land is therefore likely to be in the most accessible locations;
4. New development should make the best possible use of existing infrastructure including roads, water supply, drainage, electricity supply and services. New services and infrastructure should be provided where necessary, and in a timely manner;
5. New development must have the necessary infrastructure and services needed to support it, and include appropriate mitigation measures where these are required; and
6. Those sites with fewest environmental constraints will be preferred for development.

Bootle and Southport contain 75% of the brownfield land available within the urban area, but the amount of open Green Belt land (in Sefton) next to these areas is severely restricted and very little of this is brownfield. The remainder of the brownfield land is spread between Formby, Crosby and Maghull. Of Sefton's five main settlements, all but Bootle are surrounded by rural areas (including the coast and as well as other countryside areas).

Sefton is elongated in form. The urban area either extends right up to the borough boundary (with Liverpool, at Bootle), or almost to the boundary (with West Lancashire, at Southport).

There is limited scope for a new free-standing settlement within Sefton's rural area. There is no scope to accommodate a 'new village' in the rural area because of constraints (such as areas required for flood storage and its nature value such as Pink-footed Geese) and landscape character – especially the historic parkland at Ince Blundell and Little Crosby. An area near Ince Blundell is also an identified area of search for wind turbines.

Strategic policy SR1: Sustainable Growth and Regeneration

1. The Local Plan will seek to deliver sufficient housing and economic development to meet local needs and to support regeneration and economic growth.

Regeneration

2. The Local Plan will support the delivery of Sefton's key regeneration priorities, including:
 - Regeneration projects and programmes
 - The redevelopment of vacant, derelict, and contaminated land
 - The protections and positive enhancement of Sefton's town and other retail centres
 - The delivery of high quality employment development
 - The enhancement and development of Southport Seafront in order to support the local tourism economy
 - Sustainable development, including new housing, which contributes towards other Council priorities and regeneration programmes.
 - The delivery of new infrastructure, services, and facilities.

Development proposals that contribute to these regeneration priorities will be acceptable in principle, subject to other Local Plan policies.

Housing

3. The Local Plan seeks to positively meet the full range of housing needs in Sefton, including for:
 - Open market housing
 - Affordable housing
 - Specialist accommodation for the elderly and other vulnerable groups
 - Gypsy and traveller sites.
4. Local housing needs in Sefton will be met, as far as possible, in the local area in which they arise.
5. New housing will be delivered through development of allocated housing sites, and of other suitable sites in the urban area.
6. In addition, the Local Plan will seek to make best use of the existing housing stock, and will aim to achieve a long-term average vacancy rate of 4% of stock.

Employment Development

7. The Local Plan identifies sufficient land to meet the needs of local businesses and to provide opportunities to attract new investment. It seeks to support the growth of key sectors identified in Sefton's Economic Strategy.
8. The Local Plan identifies 5 'Strategic Employment Locations', which will be the focus for new high quality employment development and job creation.
9. New business investment and development will also be directed to the Primarily Industrial Areas identified in the Plan.

The Port of Liverpool

10. The expansion of the Port of Liverpool is a major opportunity to secure new investment and employment growth, both within Sefton and across the Liverpool City Region. The Council will support the expansion and development of the Port of Liverpool, whilst seeking to avoid and / or minimise the environmental impacts.

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11. The following Port-related developments are acceptable in principle, subject to the above:
- Port related development and infrastructure within the identified Port Area
 - Measures to improve and facilitate access to the Port
 - Environmental measures that mitigate the local impacts of Port expansion.

Port expansion which has an adverse effect on internationally important nature sites will only be permitted where it can be demonstrated that there are no alternatives and imperative reasons of overriding public interest. Compensatory provision will also be required.

Town, District, and Local Centres

12. The Local Plan will support the vitality and viability of Sefton's retail centres and facilitate appropriate development within them.
13. The regeneration of Sefton's Centres is a priority for the Council. Major new developments in retail centres should be in accordance with the defined retail hierarchy, and support the long term future of the centre.
14. In recognition of changing retail patterns, other suitable uses which complement the primarily retail function of Sefton's centres will be encouraged.

Infrastructure

15. Development may be required to provide essential infrastructure, related to the development of the site, as set out in the Infrastructure Delivery Plan. This will be secured through planning conditions, planning obligations, Community Infrastructure Levy, or other suitable mechanisms.

Explanation

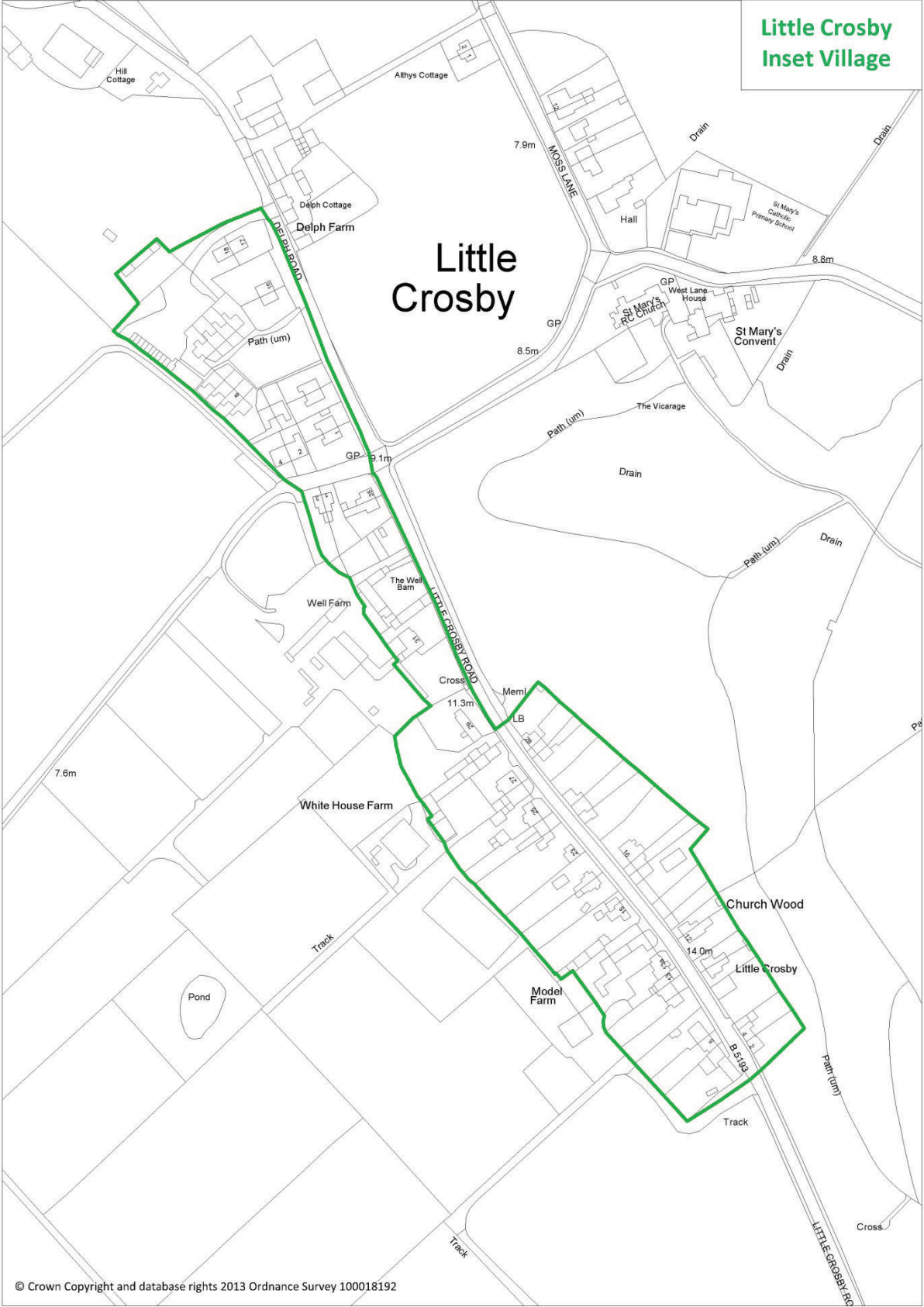
This strategic policy SR1 'Sustainable Growth and Regeneration' sets out how we will make sure that sufficient land of the right type is available in the right places and at the right time to support sustainable growth. The Local Plan seeks to deliver sufficient housing and economic development to meet local needs and to support regeneration and economic growth.

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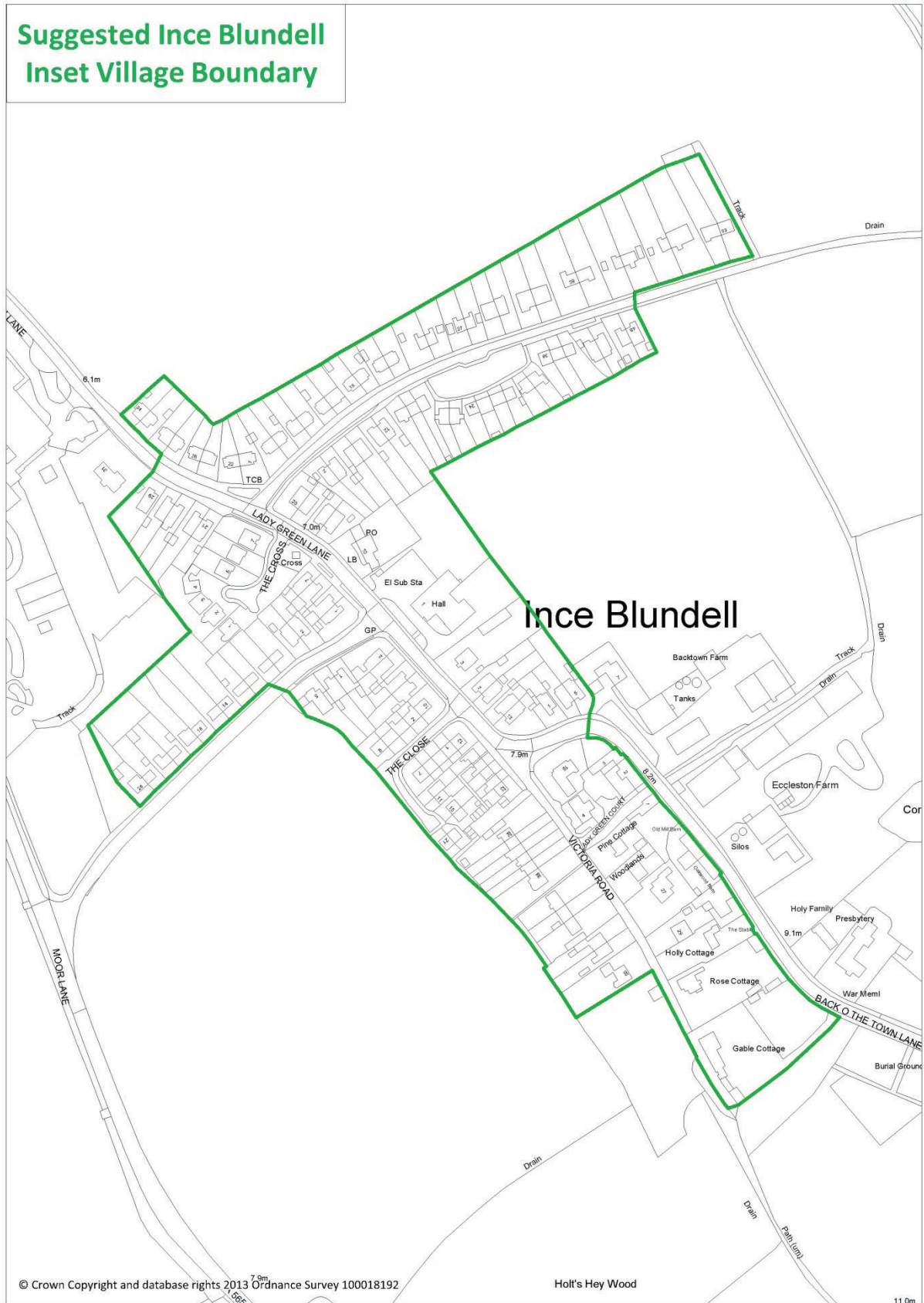
Policy Title:	SR2 Extent of the Green Belt
Context	The boundary of the Green Belt has been reviewed in order to meet Sefton's needs for land for housing, jobs and infrastructure over the period of the plan. This comprises about 3.2% of the current Green Belt. The review provides the opportunity to make small changes to the boundary to reflect where minor development has taken place and to correct inaccuracies dating from when the Green Belt boundary was originally drafted.
Policy Text:	<ol style="list-style-type: none"> 1. The full extent of the Green Belt will be maintained until a strategic review of the Merseyside Green Belt has been carried out. 2. The villages of Ince Blundell and Little Crosby, as shown on the plans, will be excluded from the Green Belt.
Alternatives Considered:	<p>The Council could have recommended that the boundary of the Green Belt should not be reviewed. However, this would not allow Sefton's needs to be met over the plan period.</p> <p>The National Planning Policy Framework (the Framework) says that we need to ensure that Local Plan boundaries do not need to be altered again at the end of the Plan period.</p> <p>It recommends that areas of 'safeguarded land' should be identified in Plans between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period [e.g. for about a further 10 years]. The Council considers that it is not appropriate to identify safeguarded land in the Local Plan, but to work with the other authorities to jointly review the Merseyside Green Belt. No date has yet been set for this.</p>
Explanation:	<p>General Extent of the Green Belt</p> <p>The Framework sets out the national planning approach to land in the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Land which is needed to meet identified development needs or which does not need to be kept permanently open should not be included in the Green Belt.</p> <p>The Merseyside Green Belt was established in 1983 in order to "check the outward spread of the built-up area, direct development into existing towns, and encourage their regeneration" as well as ensuring that towns and villages kept their individual character; the surrounding countryside was safeguarded for agricultural, nature conservation and recreation, and its value as an amenity for townspeople was preserved.</p> <p>Whilst minor changes modifications have taken place since Sefton's Green Belt was established there has been no need to carry out a full review until now. This is because there is no longer sufficient capacity in the urban areas to meet needs for both housing and employment throughout the period covered by this Local Plan.</p> <p>The Council has identified sites for development in line with the findings of</p>

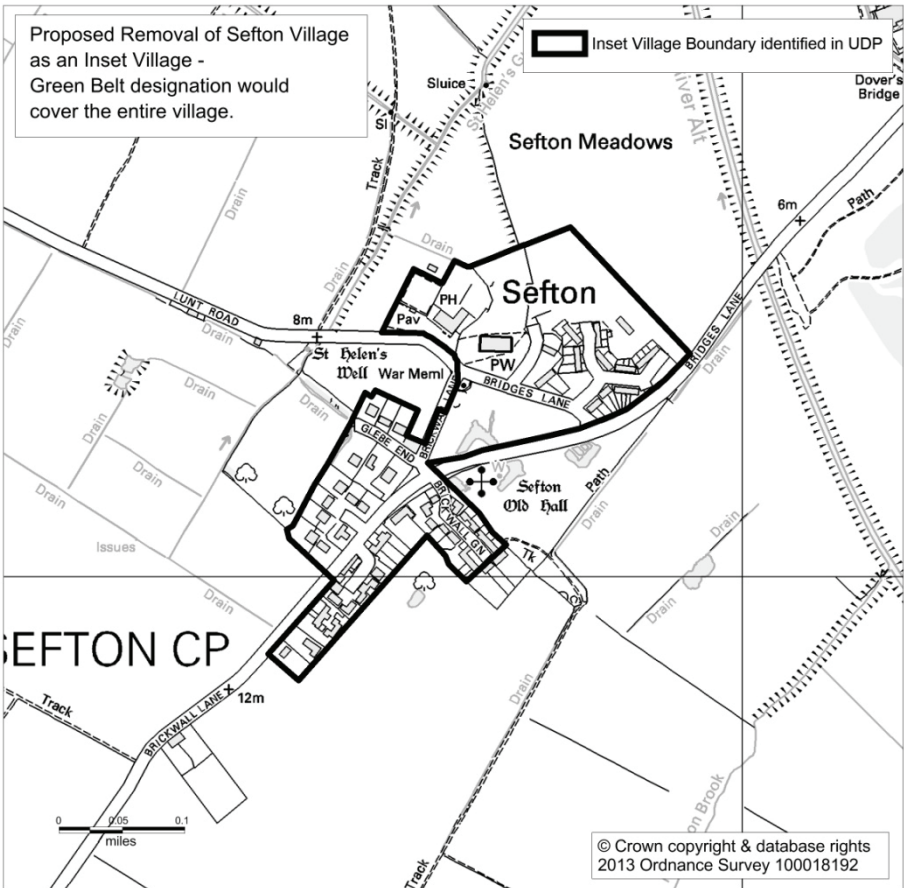
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	<p>the Green Belt Study.</p> <p><u>'Inset' villages</u> The Framework states that where it is necessary to prevent development in a village primarily because of the important contribution which the open character of the village makes to the Green Belt, the village should be included in the Green Belt. This applies to most of Sefton's villages.</p> <p>This does not apply to Little Crosby and Ince Blundell. If the character of the village needs to be protected for other reasons, different means should be used, such as Conservation Area and Development Management policies. It is therefore proposed to inset these villages into the Green Belt in order to allow infilling on a limited number of sites.</p> <p>The criteria that any development should meet are set out in Policies PD3 'Development in the Green Belt' and PD1 'Design'. Policy ER6 'Heritage Assets' is relevant to to new development in Little Crosby.</p> <p>As no further development can be accommodated in Sefton village, it is proposed to include this village in the Green Belt. Sefton is currently shown as an inset village in the adopted Unitary Development Plan, because there was a large 'brownfield site' in the village. This has now been developed.</p>
<p>Relevant Plan Objectives:</p>	<p>2. To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p>
<p>Relevant Strategic Policy:</p>	<p>SD1 PINS Model policy, SS1 Spatial Strategy, ER1 Environmental assets SR1 Sustainable growth and regeneration.</p>
<p>Links to other policies:</p>	<p>PD1 Design PD3 Development in the Green Belt ER6 Heritage Assets ER7 Landscape character</p>
<p>Policy Context:</p>	<p>Section 9 of the National Planning Policy Framework, especially paragraphs 79 – 80, 83 - 86.</p>



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Policy Title:	SR3 Housing Requirement
Context:	<p>The Preferred Option is based on an annual housing requirement of 510 dwellings a year. In addition to this we are required to make an allowance for two other elements:</p> <ul style="list-style-type: none"> • 'backlog', or unmet need going back to 2003 • a 'buffer' of 5% in case the identified sites do not provide the expected number of dwellings.
Policy Text:	<ol style="list-style-type: none"> 1. During the period 2012 – 2030 provision will be made for the development of a minimum of 10,700 new homes in Sefton. 2. The housing requirement will be delivered at an annual average of at least 510 new dwellings a year, together with an amount for 'backlog' and a 5% buffer over the period of the Plan. 3. The housing requirement will be met primarily from the following sources: <ol style="list-style-type: none"> (a) The Housing Allocations identified at Policy SR4; (b) Sites with planning permission for housing development; (c) Other sites identified in the Strategic Housing Land Availability Assessment; (d) Unanticipated or 'windfall' sites
Explanation:	<p>Sefton's housing requirement is based on an objective assessment of housing needs in the Borough. This is required by the National Planning Policy Framework (NPPF). It takes account of the findings of a study called 'Review of the RSS Housing Requirement for Sefton', which was undertaken on the Council's behalf by Nathaniel Lichfield & Partners.</p> <p>The total housing requirement of 10,700 between 2012 and 2030 comprises the following elements:</p> <ol style="list-style-type: none"> 1. The housing requirement of 510 dwellings a year. When multiplied by 18 (the 15 years of the Plan Period plus the 3 years from 2012 to the anticipated adoption date in 2015), this equates to 9,180 dwellings which will be required between 2012 and 2030. This figure is an assessment of future housing needs as a result of population and demographic changes. 2. The 'backlog' (or shortfall) of number of homes provided when compared to the number that should have been provided based on the housing target in the former Regional Spatial Strategy for the North West. This target was 500 dwellings a year. By 1st April 2012 the backlog amounted to 1,113 dwellings going back to 2003. This is a measure of the 'pent up' need for housing that has built up over these years. 3. A 5% buffer to allow for non-delivery or under-delivery of identified sites. This equates to 383 dwellings (5% of 15 x 510).

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	<p>Calculation of housing requirement</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Annual housing requirement</td> <td style="text-align: right;">9,180</td> </tr> <tr> <td>Backlog since 2003</td> <td style="text-align: right;">1,113</td> </tr> <tr> <td>5% buffer</td> <td style="text-align: right;"><u>383</u></td> </tr> <tr> <td>Total</td> <td style="text-align: right;">10,676</td> </tr> </table> <p>This has been rounded up to 10,700.</p> <p>This housing requirement is based on demographic and housing information that the Council has commissioned. New, comprehensive, population and household projections will be available in 2014, and the housing requirement will be reassessed once this information is available.</p>	Annual housing requirement	9,180	Backlog since 2003	1,113	5% buffer	<u>383</u>	Total	10,676
Annual housing requirement	9,180								
Backlog since 2003	1,113								
5% buffer	<u>383</u>								
Total	10,676								
<p>Alternative:</p>	<p>The National Planning Policy Framework requires local planning authorities to identify objectively the housing needs of its area and to 'respond positively to wider opportunities for growth'. The alternative to this overall figure would be to choose a different figure which satisfies these criteria. A higher figure [700 dwellings a year] has been considered but been discounted.</p> <p>Inspectors' decisions on planning appeals and Local Plan examinations make it clear that backlog must be taken account of in calculating the housing requirement. A 5% buffer has also been considered to be a minimum requirement by Inspectors at Local Plan examinations.</p>								
<p>Relevant Plan Objectives:</p>	<p>(1) To support urban regeneration and priorities for investment in Sefton</p> <p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>(7) To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>								
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth and Regeneration</p>								
<p>Links to other policies:</p>	<p>SR4 Housing allocations and phasing</p>								
<p>Policy Context:</p>	<p>National Planning Policy Framework</p>								

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Note: Plans showing the proposed development sites in this policy currently in the Green Belt [GB] or on greenspace [GS] are shown at the end of the policy.

Policy Title:	SR4 Housing Allocations and Phasing																																																																																																														
Policy Text:	<p>1. <u>Housing supply</u> The following sites are allocated for housing development in order to meet the Borough's housing requirement:</p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Location</th> <th>Area (ha)</th> <th>Capacity</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>Bartons Close, Southport</td> <td>1.0</td> <td>36</td> </tr> <tr> <td>02</td> <td>Land at Bankfield Lane - Churchtown North (GB)</td> <td>4.7</td> <td>120</td> </tr> <tr> <td>03</td> <td>Land at Moss Lane - Churchtown South (GB)</td> <td>19.67</td> <td>538</td> </tr> <tr> <td>04</td> <td>Land at Crowland Street* (GB)</td> <td>10.1</td> <td>265</td> </tr> <tr> <td>05</td> <td>Land at Broome Road, Southport (GS)</td> <td>8.5</td> <td>223</td> </tr> <tr> <td>06</td> <td>Former Ainsdale Hope School, Ainsdale (GB)</td> <td>8.27</td> <td>217</td> </tr> <tr> <td>07</td> <td>Former St John Stone School, Meadow Lane, Ainsdale (GS)</td> <td>1.3</td> <td>35</td> </tr> <tr> <td>08</td> <td>Meadows ATC, Sandbrook Road, Ainsdale</td> <td>2.6</td> <td>70</td> </tr> <tr> <td>09</td> <td>Segar's Farm, Coastal Road, Ainsdale (GB)</td> <td>20.21</td> <td>531</td> </tr> <tr> <td>10</td> <td>Land south of Moor Lane, Ainsdale (GB)</td> <td>5.17</td> <td>136</td> </tr> <tr> <td></td> <td>Southport sub-total</td> <td></td> <td>2171</td> </tr> <tr> <td>11</td> <td>Land north of Brackenway, Formby (GB)</td> <td>6.43</td> <td>169</td> </tr> <tr> <td>12</td> <td>Former Holy Trinity School, Lonsdale Road, Formby (GS)</td> <td>0.92</td> <td>25</td> </tr> <tr> <td>13</td> <td>Formby Professional Development Centre, Park Road, Formby (GS)</td> <td>1.57</td> <td>15</td> </tr> <tr> <td>14</td> <td>Land at Liverpool Road, Formby (GB)</td> <td>14.16</td> <td>372</td> </tr> <tr> <td>15</td> <td>Land at Altcar Lane, Formby (GB)</td> <td>2.53</td> <td>67</td> </tr> <tr> <td>16</td> <td>Land at Andrew's Close, Formby (GB)</td> <td>4.59</td> <td>120</td> </tr> <tr> <td></td> <td>Formby sub-total</td> <td></td> <td>768</td> </tr> <tr> <td>17</td> <td>Land at Elmcroft Lane, Hightown (GB)</td> <td>0.72</td> <td>22</td> </tr> <tr> <td>18</td> <td>Land at Sandy Lane, Hightown(GB)</td> <td>1.18</td> <td>36</td> </tr> <tr> <td>19</td> <td>Land at Hall Road West, Crosby (GB)</td> <td>0.82</td> <td>14</td> </tr> <tr> <td>20</td> <td>Land at Southport Old Road, Thornton (GB)</td> <td>3.24</td> <td>85</td> </tr> <tr> <td>21</td> <td>Land west of Holgate, Thornton (GB)</td> <td>6.75</td> <td>177</td> </tr> <tr> <td>22</td> <td>Land east of Holgate, Thornton Road (GB)</td> <td>2.0</td> <td>63</td> </tr> <tr> <td>23</td> <td>Land at Lydiate Lane, Thornton (GB)</td> <td>8.96</td> <td>235</td> </tr> <tr> <td>24</td> <td>Tanhouse Farm, Runnell's Lane, Thornton (GB)</td> <td>1.76</td> <td>46</td> </tr> </tbody> </table>			Site Ref	Location	Area (ha)	Capacity	01	Bartons Close, Southport	1.0	36	02	Land at Bankfield Lane - Churchtown North (GB)	4.7	120	03	Land at Moss Lane - Churchtown South (GB)	19.67	538	04	Land at Crowland Street* (GB)	10.1	265	05	Land at Broome Road, Southport (GS)	8.5	223	06	Former Ainsdale Hope School, Ainsdale (GB)	8.27	217	07	Former St John Stone School, Meadow Lane, Ainsdale (GS)	1.3	35	08	Meadows ATC, Sandbrook Road, Ainsdale	2.6	70	09	Segar's Farm, Coastal Road, Ainsdale (GB)	20.21	531	10	Land south of Moor Lane, Ainsdale (GB)	5.17	136		Southport sub-total		2171	11	Land north of Brackenway, Formby (GB)	6.43	169	12	Former Holy Trinity School, Lonsdale Road, Formby (GS)	0.92	25	13	Formby Professional Development Centre, Park Road, Formby (GS)	1.57	15	14	Land at Liverpool Road, Formby (GB)	14.16	372	15	Land at Altcar Lane, Formby (GB)	2.53	67	16	Land at Andrew's Close, Formby (GB)	4.59	120		Formby sub-total		768	17	Land at Elmcroft Lane, Hightown (GB)	0.72	22	18	Land at Sandy Lane, Hightown(GB)	1.18	36	19	Land at Hall Road West, Crosby (GB)	0.82	14	20	Land at Southport Old Road, Thornton (GB)	3.24	85	21	Land west of Holgate, Thornton (GB)	6.75	177	22	Land east of Holgate, Thornton Road (GB)	2.0	63	23	Land at Lydiate Lane, Thornton (GB)	8.96	235	24	Tanhouse Farm, Runnell's Lane, Thornton (GB)	1.76	46
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25	Land south of Runnell's Lane, Thornton (GB)	5.23	137
	Crosby sub-total		810
26	Former Prison Site, Park Lane, Maghull (GB)	13.61	357
27	Land east of Maghull* (GB)	60.5	1588
28	Land east of Waddicar Lane, Melling (GB)	5.37	141
29	Waddicar Farm, Melling (GB)	5.48	144
30	Land at Wango Lane, Aintree (GB)	1.81	57
	Sefton East Parishes sub-total		2287
31	Aintree Curve Site, Ridgewood Way, Netherton	7.2	90
32	Z Block Sites, Buckley Hill Lane, Netherton	3.5	100
33	Former St Raymond's School playing field, Harrops Croft, Netherton (GS)	2.12	73
34	Land at Pendle Drive, Netherton	1.4	52
35	Former Bootle High School, Browns Lane, Netherton (built foot print only) (GS)	1.4	50
36	Former Daleacre School, Daleacre Drive, Netherton (GS)	1.03	37
37	Land at Sterrix Lane, Netherton (GS)	1.6	50
38	Land adjacent to Our Lady Queen of Peace School, Ford Close, Litherland (GS)	1.16	42
39	Former Rawson Road County Primary School, Rawson Road, Bootle (GS)	0.96	30
40	Former St Wilfrid's School, Bootle (GS)	6.60	198
41	Klondyke redevelopment phases 2 and 3	4.18	110
42	Former St Joan of Arc School, Rimrose Road, Bootle (GS)	1.3	48
43	Former St Mary's Primary School playing fields (GS)	1.1	40
	Bootle + Netherton sub-total		920
	SEFTON TOTAL		6,956

(GS) site designated as Urban Greenspace in the Sefton UDP

(GB) site within the Green Belt in the Sefton UDP

* The remainder of the site is proposed for employment uses

2. Phasing

Planning permission for the development of all of the allocated sites will be granted on adoption of the Local Plan with the exception of the sites at Thornton. These sites will

only be granted planning permission in the following order:

(a) on adoption of the plan: Hall Road West, Crosby; Tanhouse Farm + Land at Runnells Lane, Thornton;

(b) when the capacity with planning permission on the above sites falls

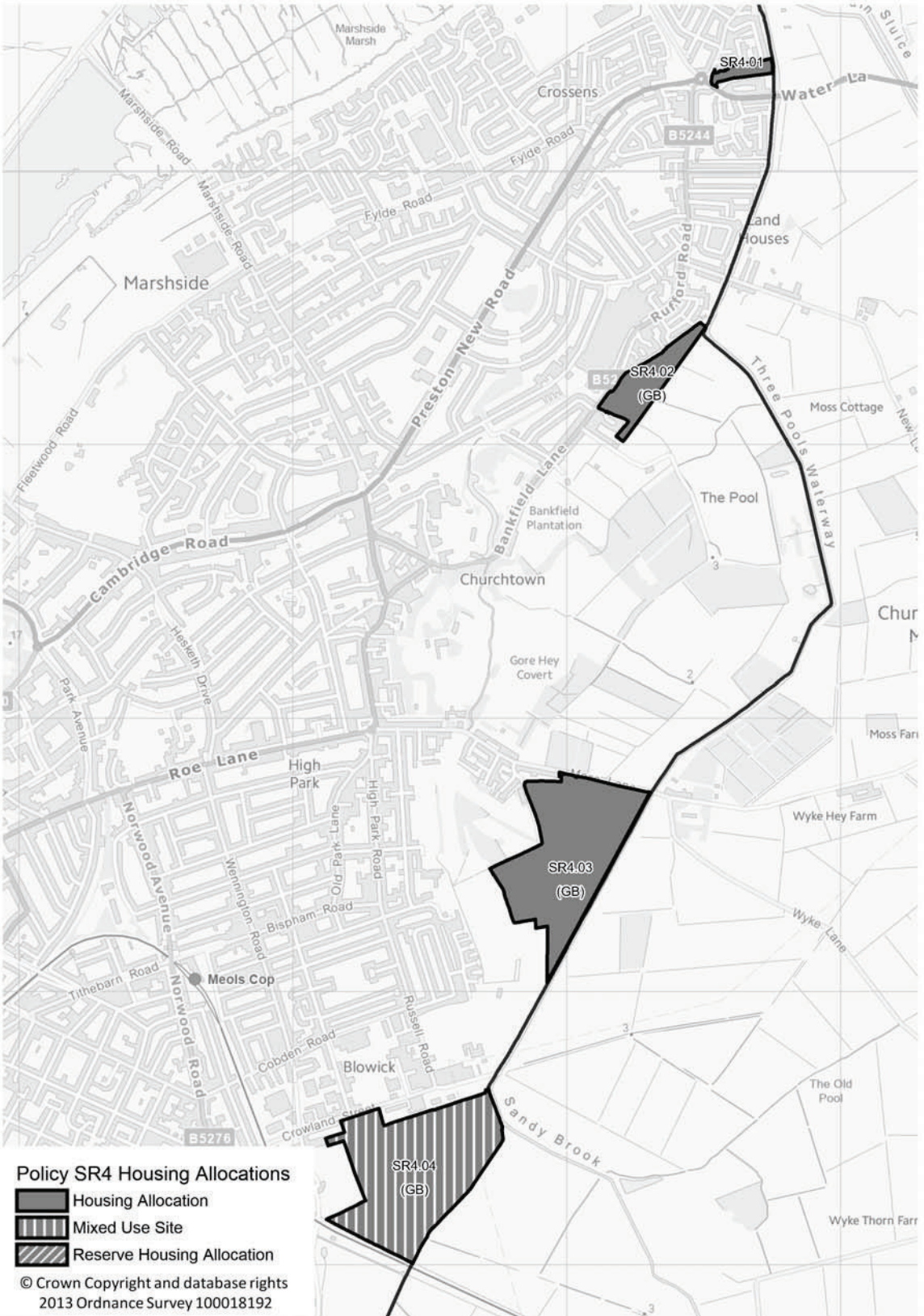
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	<p>has fallen below 80 units for more than 6 months and provided that the Thornton – Switch Island Road Link has been constructed: Land at Southport Old Road and Holgate, Thornton; and</p> <p>(c) when the capacity with planning permission on the sites listed in (a) and (b) above falls below 80 units for more than six months and provided that the Thornton – Switch Island Road Link has been constructed: Land at Lydiate Lane, Thornton.</p> <p>If, after 2020, the remaining capacity on sites with planning permission and on allocated sites falls below the five year supply, planning permission will be granted for the erection of homes included in the following list within any settlement if the development of that site would contribute to the delivery of any outstanding affordable housing requirement which cannot be met from other sources:</p> <table border="1" data-bbox="416 730 1289 1115"> <thead> <tr> <th>Site Ref</th> <th>Location</th> <th>Area (ha)</th> <th>Capacity</th> </tr> </thead> <tbody> <tr> <td></td> <td>Land at Woodvale Sidings, Ainsdale</td> <td>0.53</td> <td>18</td> </tr> <tr> <td></td> <td>Land at Range Farm, Formby</td> <td>10.79</td> <td>283</td> </tr> <tr> <td></td> <td>Powerhouse site, phase 2, Formby</td> <td>0.78</td> <td>20</td> </tr> <tr> <td></td> <td>Land north of Lambshear Lane, Lydiate</td> <td>31.2</td> <td>819</td> </tr> <tr> <td></td> <td>Land north of Kenyon's Lane, Lydiate</td> <td>9.8</td> <td>257</td> </tr> <tr> <td></td> <td>Land south of Melling Lane, Maghull</td> <td>3.4</td> <td>89</td> </tr> <tr> <td></td> <td>SEFTON TOTAL</td> <td></td> <td>1486</td> </tr> </tbody> </table> <p>If there is an outstanding requirement for affordable housing in Southport, the Council will work with West Lancashire Borough Council to secure the early delivery of the additional sites and safeguarded land identified in the West Lancashire Local Plan on the eastern edge of Southport.</p> <p>3. <u>Other development</u> With the exception of small-scale and ancillary development, non-residential uses will only be permitted on these sites in exceptional circumstances.</p>	Site Ref	Location	Area (ha)	Capacity		Land at Woodvale Sidings, Ainsdale	0.53	18		Land at Range Farm, Formby	10.79	283		Powerhouse site, phase 2, Formby	0.78	20		Land north of Lambshear Lane, Lydiate	31.2	819		Land north of Kenyon's Lane, Lydiate	9.8	257		Land south of Melling Lane, Maghull	3.4	89		SEFTON TOTAL		1486
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<p>Alternatives considered:</p>	<p>The National Planning Policy Framework requires the Council to demonstrate how it will meet its identified housing needs in the Local Plan. We are running out of sites in the urban area capable of being developed in the short term. We have no alternative but to include some sites designated as Greenspace in the Unitary Development Plan or located within the current Green Belt.</p> <p>Alternative sites have been considered but discounted, following an assessment of the potential sites identified in the draft Green Belt Study. This included a discussion with all potential landowners or their representatives to find out whether their sites are genuinely available for development, whether there is any reason why the sites might not be viable, and when they expected to make them available for development.</p>																																

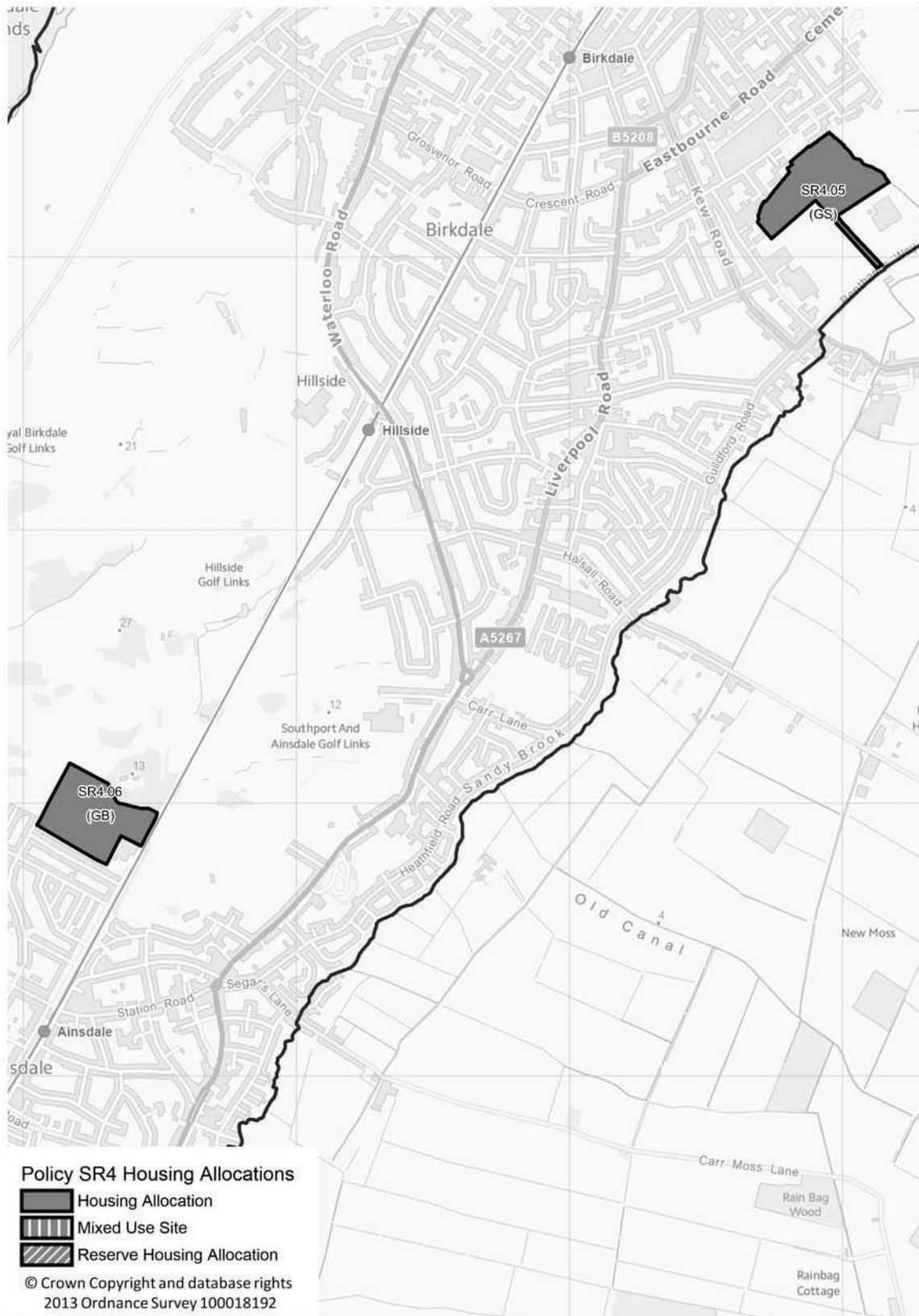
Explanation:	<p>This policy identifies sites allocated for housing development (shown on plans which follow this policy). These are sites which are currently within the designated Green Belt and in the urban area. The allocated sites are greater than 1ha in size except for a few sites in the urban area which used to be greenspace.</p> <p>According to our studies, approximately 50% of the Council's future housing supply (5000 homes) is likely to come from sites in the urban area.</p> <p>Summary of housing supply:</p> <table style="margin-left: 20px;"> <tr> <td>Capacity in the urban area</td> <td style="text-align: right;">5,000</td> </tr> <tr> <td>'Surplus' green spaces in urban area</td> <td style="text-align: right;">650</td> </tr> <tr> <td>Sites in the Green Belt</td> <td style="text-align: right;"><u>5,700</u></td> </tr> <tr> <td>Total supply:</td> <td style="text-align: right;">11,350</td> </tr> </table> <p>This exceeds the requirement figure of 10,700 by 650. Of these, approximately 300 units are expected to be provided after the end of the Local Plan period i.e. after 2030. The remaining 350 provide some flexibility incase any of the sites drop out.</p> <p><u>Capacity of sites</u></p> <p>The capacity of sites in the Green Belt assumes an average density of 35 dwellings a hectare, based on the development of 75% of the site. The exception to this is Hall Road, Crosby, because of its size and shape. The capacity of sites in the urban area is consistent with the figures given in the latest housing capacity study (www.sefton.gov.uk/shlaa).</p> <p><u>Sites in the Green Belt</u></p> <p>As only about 50% of the supply can be met from sites in the urban area, the Council has had to identify additional sites from other sources.</p> <p>A large number of Green Belt and Greenspace sites were included in the Options Paper as potential housing sites. The method used to select the sites which are included in the Preferred Option is described in Sefton's Green Belt Study.</p> <p>Two of the sites, 'Land East of Maghull' (Policy SRM1) and 'Land South of Crowland Street' (Policy SRS1), are also allocated in part for employment development. Both are the subject of site-specific policies.</p> <p>Once the Plan is adopted, almost all the sites will be allocated for housing development immediately. This approach is necessary as we do not currently have a '5 year supply' of 'deliverable' sites as we are required to have. Most of the sites will be developed over a number of years, while it is assumed the site east of Maghull will provide approximately 300 new homes after the end of the plan period i.e. 2030.</p> <p>The only exception to this is in the Thornton and Crosby area, where there is a need to specify the order in which sites are made available for development. This is because there is a limit to how many dwellings could be built in one area at a given time. The three sites which are either wholly or partial brownfield or not currently used should be developed first. The three remaining sites, which are located to the east of Thornton, are also dependent on the Thornton- Switch Island link road being completed.</p>	Capacity in the urban area	5,000	'Surplus' green spaces in urban area	650	Sites in the Green Belt	<u>5,700</u>	Total supply:	11,350
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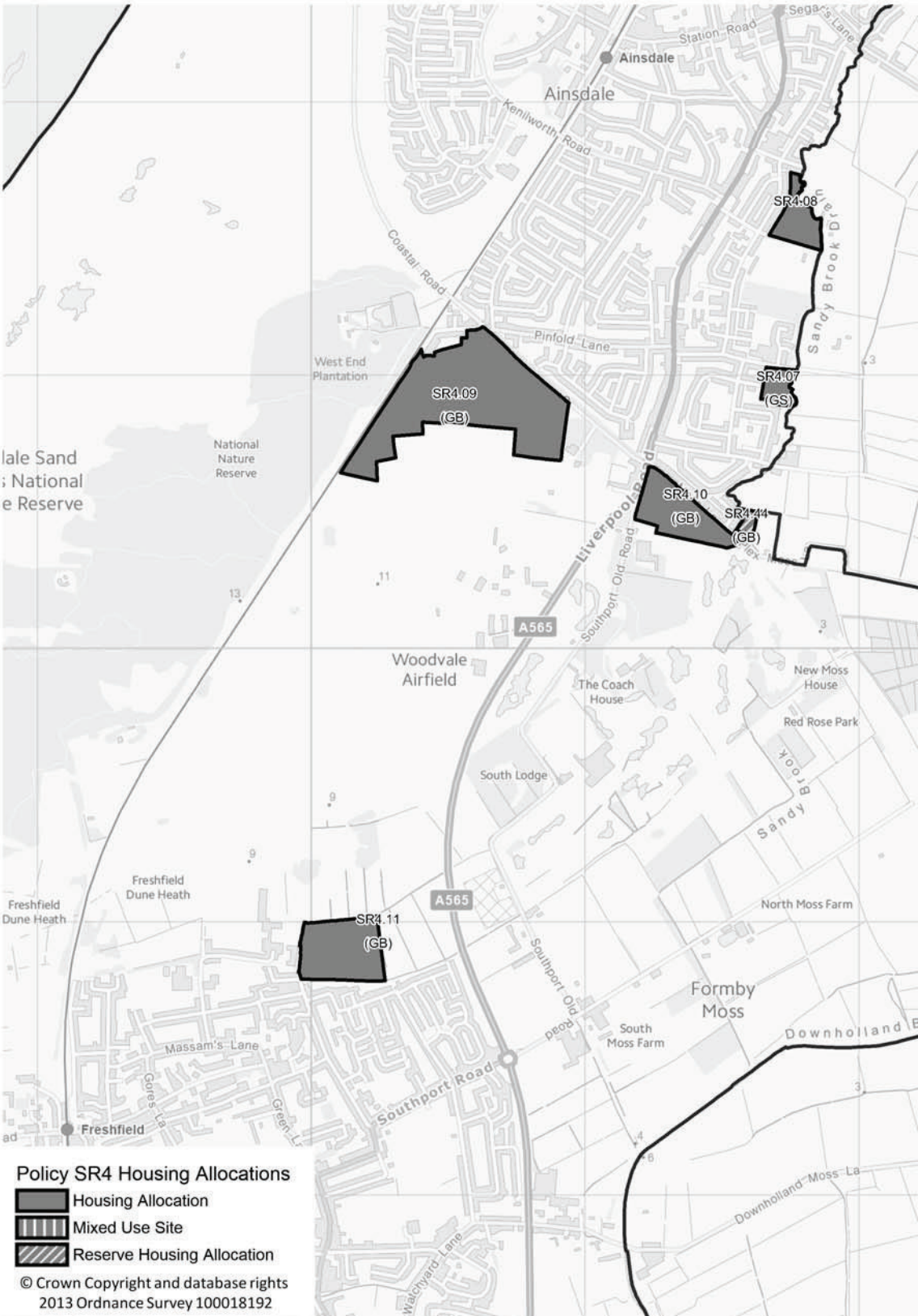
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Relevant Plan Objectives:	<p>(2) To protect and enhance Sefton’s important natural environment and where possible create new environmental assets that are well-connected to existing assets.</p> <p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p> <p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the need arises</p> <p>(7) To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes</p>
Relevant Strategic Policy:	Sustainable Growth and Regeneration
Links to other policies:	<p>Meeting Housing Needs, Affordable housing, Design, strategic Site allocations – Crowland Street, + Land east of Maghull, Infrastructure and Developer Contributions</p> <p>Other Local Plan policies which may be most relevant include policy D ‘Design’, Policy M ‘Making the Best use of resources’, policy E ‘Energy and Carbon Reduction’ and policy FR ‘Flood risk and surface water management’. For example, for the Land adjacent to Our Lady Queen of Peace School, Ford Close, Netherton (GS) site, development is subject to appropriate flood risk management measures for ordinary watercourses, surface water and groundwater which may include sustainable drainage systems.</p>
Policy Context:	NPPF paragraphs 156 + 157



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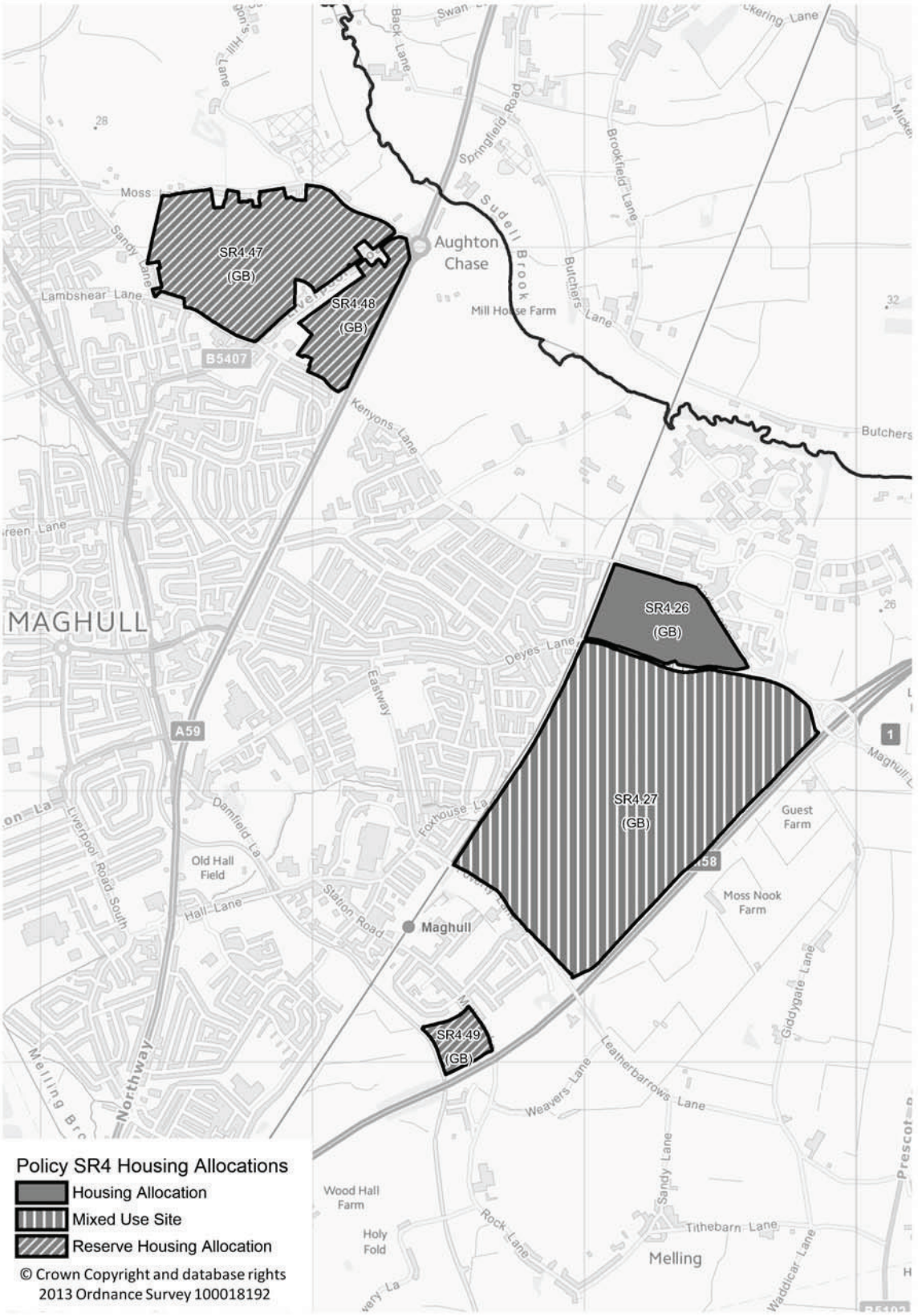
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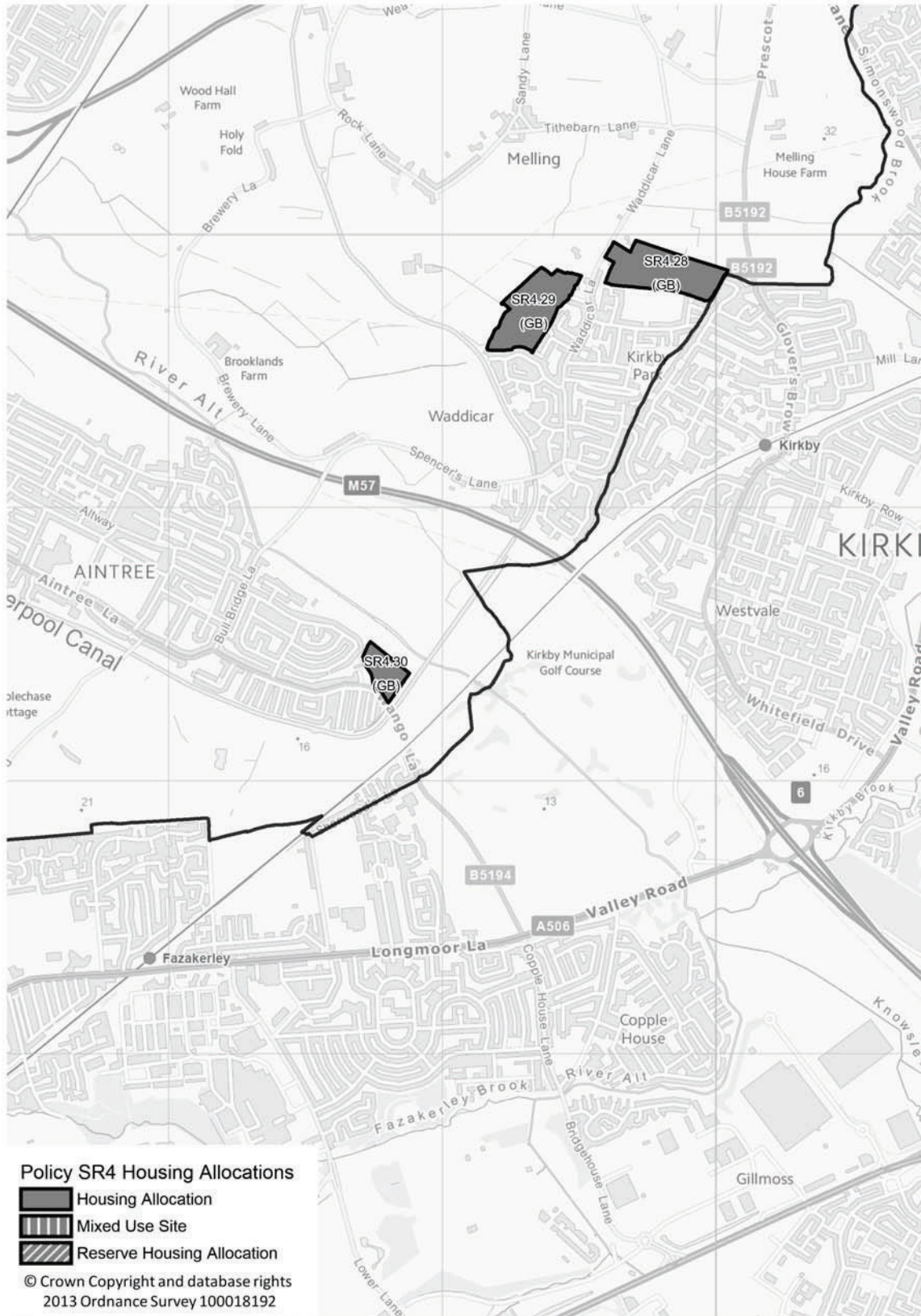


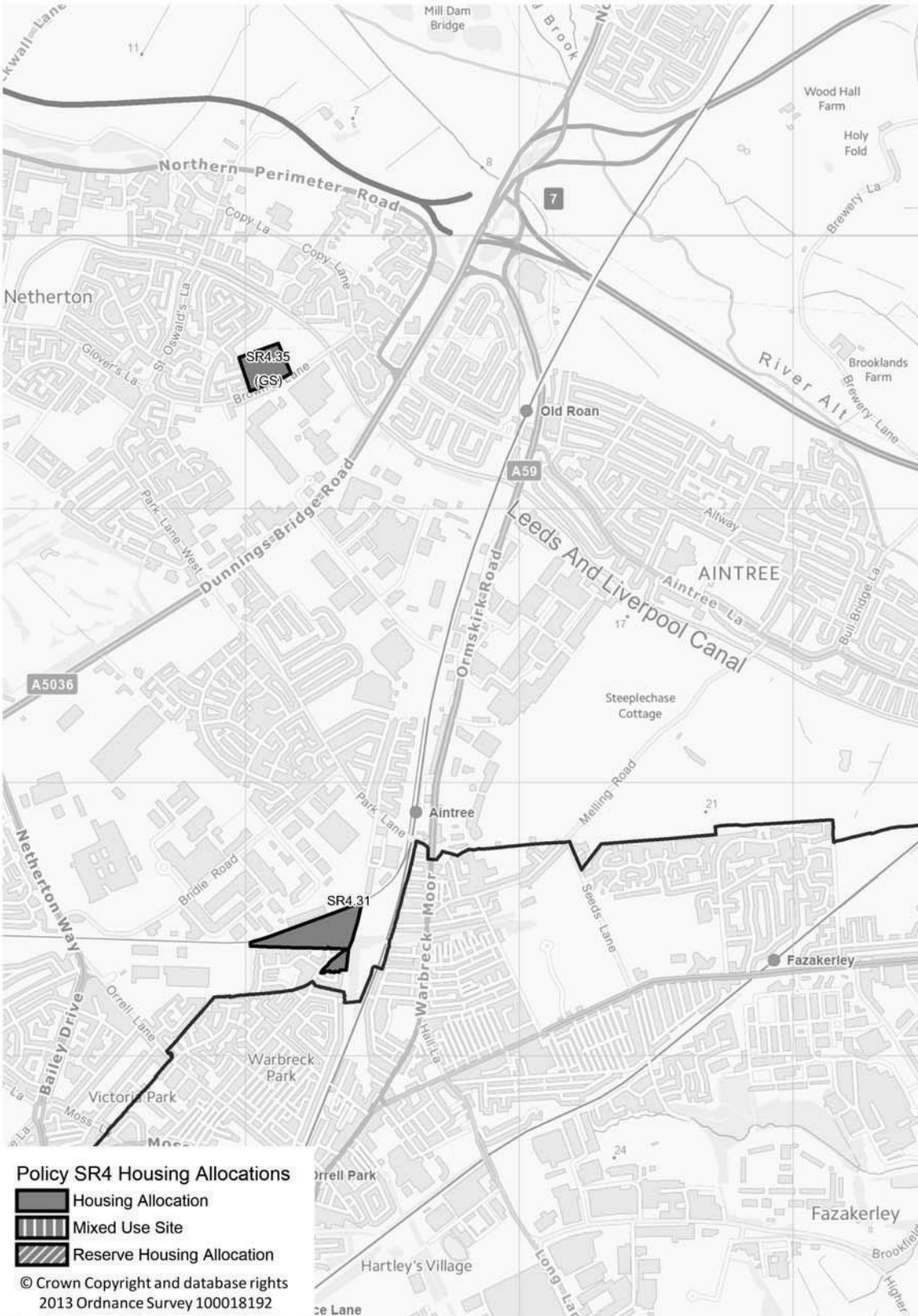
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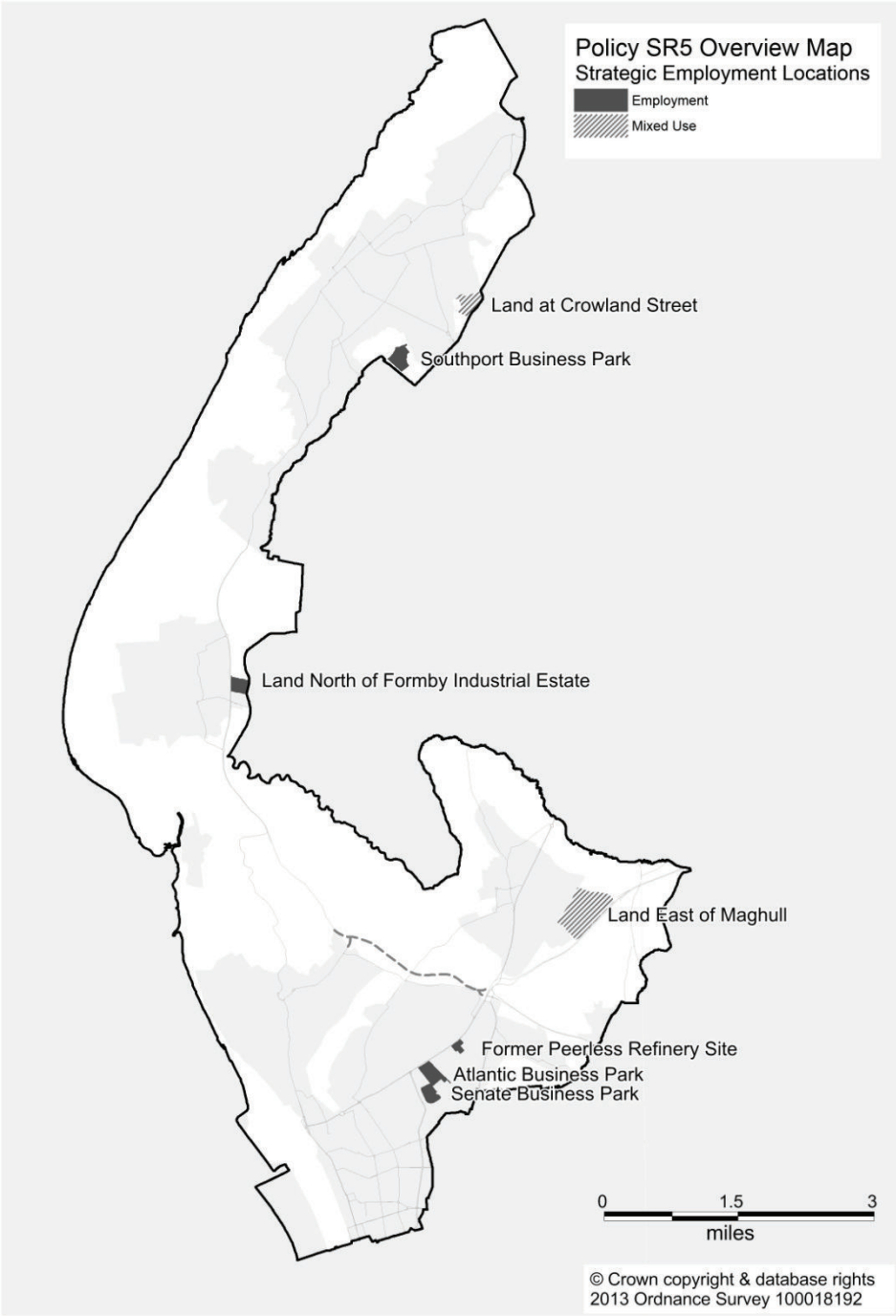
Policy Title:	SR5 Employment Requirement and Strategic Employment Locations
Policy Text:	<p>The Local Plan seeks to meet the development needs of businesses in Sefton. New employment development will be delivered on the following types of land:</p> <ul style="list-style-type: none"> a) Strategic Employment Sites b) Allocated Employment Sites c) Land within Primarily Industrial Areas d) Other suitable sites in Sefton <p><u>Strategic Employment Sites</u></p> <p>The Local Plan identifies five Strategic Employment Locations:</p> <ul style="list-style-type: none"> • Southport Business Park and its Extension – 19.2 ha This site is suitable for offices, research and development, and light industrial uses that are compatible with an office park environment. • Three sites along the Dunnings Bridge Road Corridor, Netherton (Senate Business Park, Atlantic Business Park, and the Former Peerless Refinery Site) – 38.7 ha These sites are suitable for a mix of economic uses. • Land to the East of Maghull close to junction 1 of the M58 (circa 25 ha) This site is suitable for a mix of economic uses, subject to the ‘Strategic Allocation: Land East of Maghull’ policy. • Land to the North of Formby Industrial Estate (13.8 ha) This site is suitable for offices, research and development, and light industrial uses that are compatible with an office park environment, subject to the ‘Strategic Allocation: Extension of Formby Industrial Estate’ policy. • Part of land to the South of Crowland Street, Southport (minimum of 7.5 ha) This site is suitable for a mix of economic uses, subject to the ‘Strategic Allocation: Land South of Crowland Street’ policy. <p>Development of these sites will be expected to deliver a high quality business environment. In particular, new development should deliver high job outputs, be well designed, incorporating attractive landscaping and frontages onto main roads, and minimise impacts on adjacent occupiers.</p> <p>Retail and leisure development will only be permitted on these sites where this is small scale, and intended to predominantly serve nearby businesses.</p>
Alternatives Considered:	<p>The five Strategic Employment Locations could feasibly have been included as employment allocations (within the Primarily Industrial Areas and Allocations’ policy). This would have given these sites the same status as the smaller, less prominent, employment allocations.</p> <p>A separate ‘Strategic Employment Sites’ designation is proposed because the five ‘Strategic Locations’ are the largest and most prominent employment</p>

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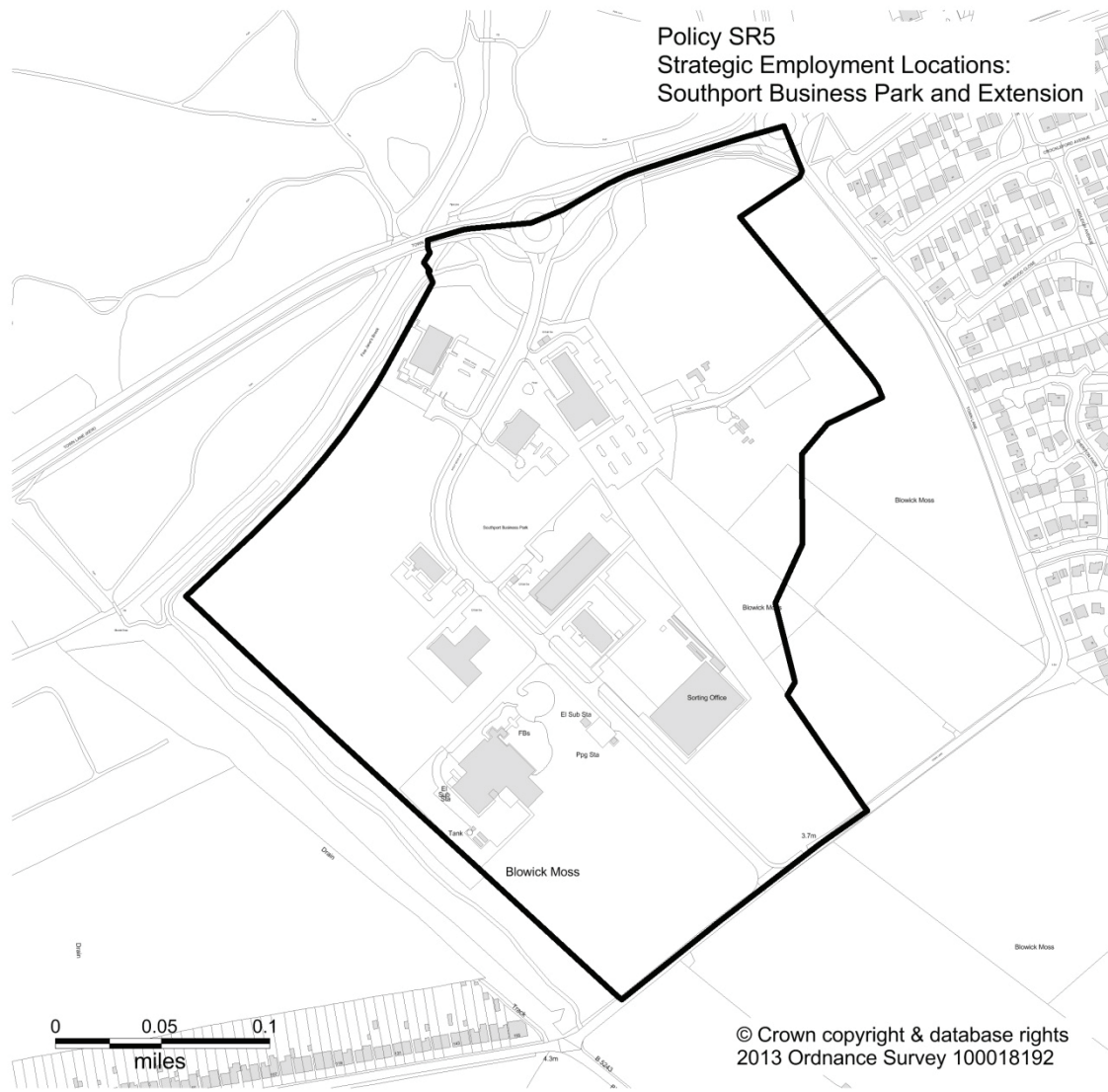
	<p>sites in the Borough. Accordingly, the type and quality of development, and job outputs, achieved on these sites is expected to be higher than that on smaller, less prominent sites.</p> <p>The three sites that have been identified for potential removal from Green Belt have been identified through the Council's Green Belt Study. This Study looked at the feasibility of identifying alternative sites and concluded that the three sites were the most appropriate to release.</p>
<p>Explanation :</p>	<p>The five Strategic Employment Locations are the largest and most prominent employment allocations in the Borough. 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 support the creation of a significant number of new jobs.</p> <p>The Southport Business Park and its extension will be the main location for major new B1 Office and light industrial development outside of Southport Town Centre.</p> <p>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 are suitable for a mix of economic uses. The creation of a high quality frontage onto Dunnings Bridge Road will also be a priority.</p> <p>The other three Strategic Employment Locations are on land that is proposed to be removed from Green Belt. The precise location and extent of the employment provision at 'Land to the East of Maghull', and 'Land South of Crowland Street', Southport, has yet to be finalised as these sites will contain a mixture of both housing and employment uses. At Land East of Maghull, the new business park will be located towards the north east corner of the site. At Land South of Crowland Street, the employment land will be located to the west of the site.</p> <p>The Strategic Employment Location to the north of the current Formby Industrial Estate should be developed in accordance with the relevant Strategic Allocation policy</p>
<p>Relevant Plan Objectives:</p>	<p>(1) To support urban regeneration and priorities for investment in Sefton.</p> <p>(3) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(10) Improve access to services, facilities and jobs without having to depend on the car.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth and Regeneration P1 People and Places</p>

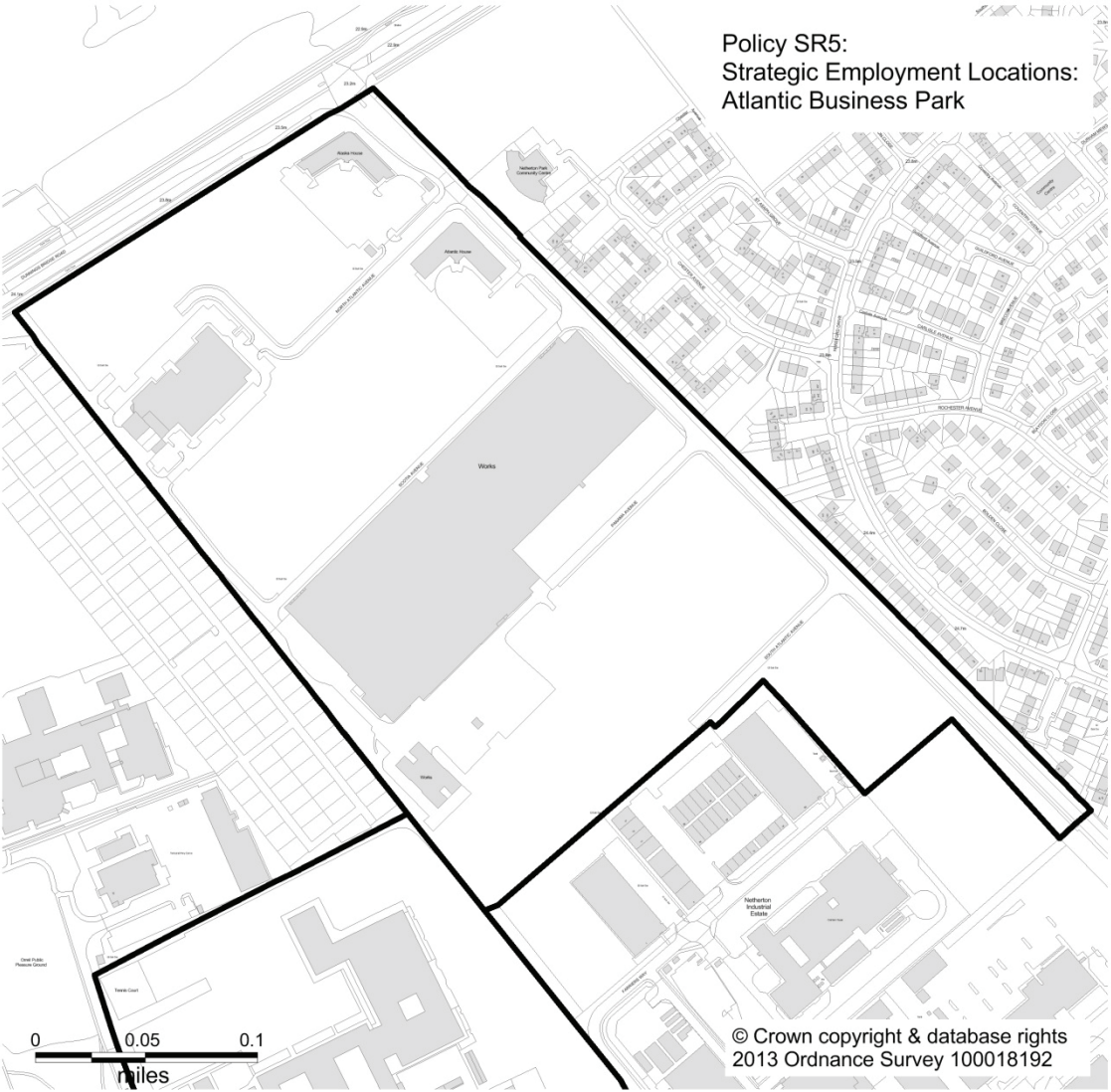
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<p>Links to other policies:</p>	<p>SRF1 Strategic allocation: Extension of Formby Industrial Estate SRM1 Strategic allocation - Land east of Maghull SRS1 Strategic allocation – Crowland Street, Southport SR5A Primarily Industrial Areas and Allocations</p>
<p>Policy Context:</p>	<p>NPPF</p>

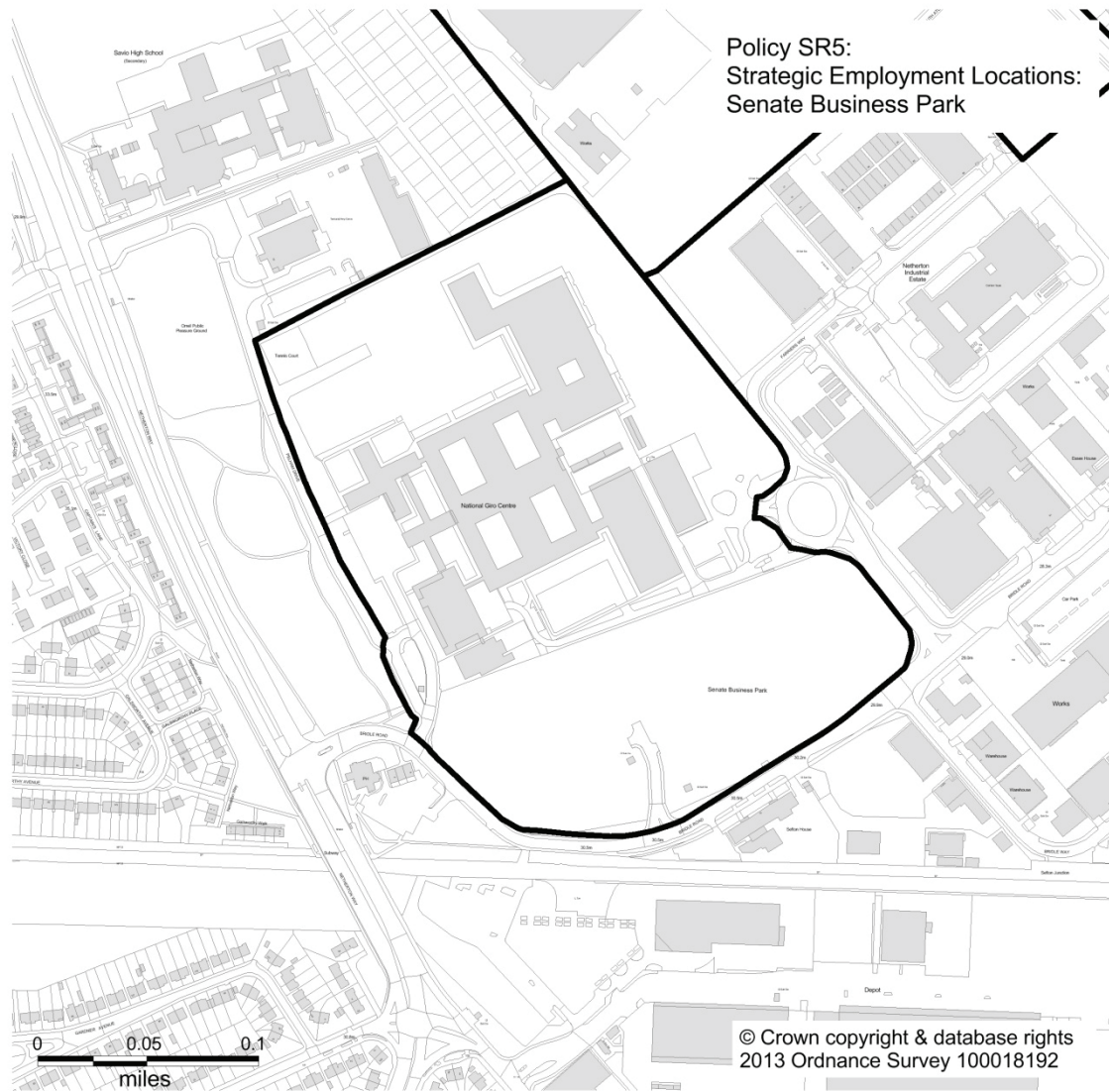


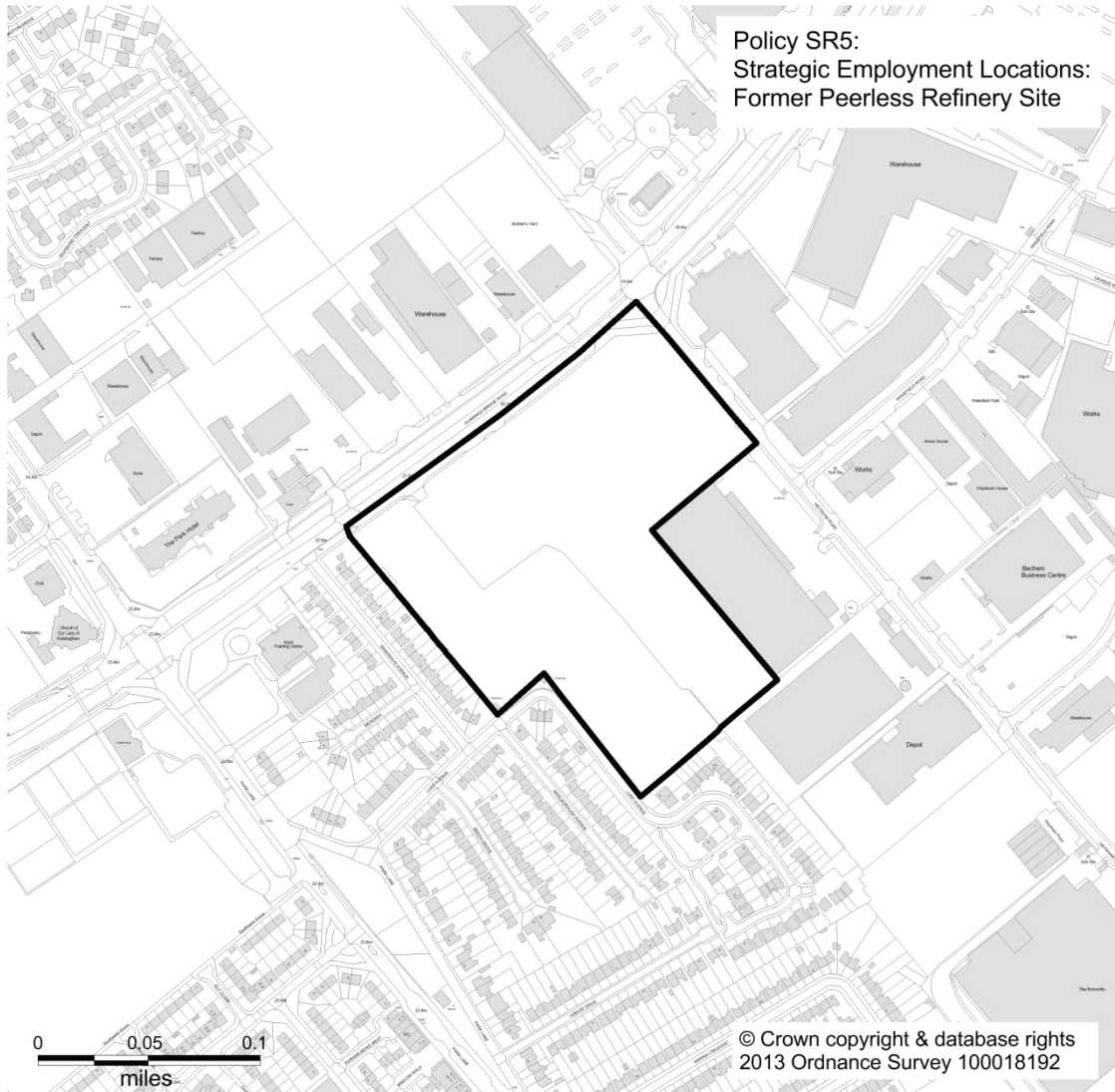
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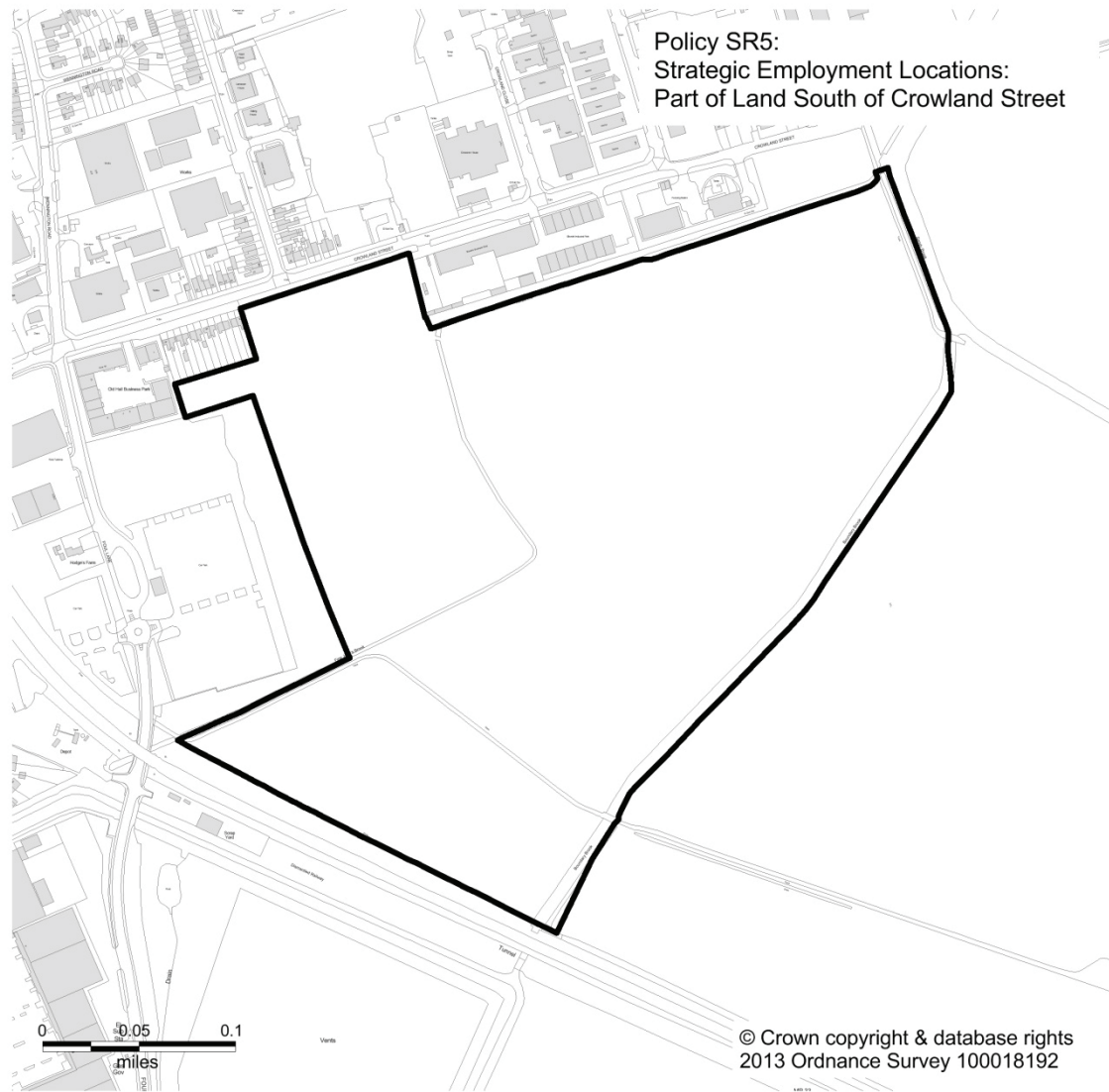
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Policy Title:	SR5A Primarily Industrial Areas and Employment Allocations																														
Policy Text:	<p>The Primarily Industrial Areas identified on the Proposals Map are suitable for the following types of development:</p> <ul style="list-style-type: none"> • Office and light industrial uses • General Industrial uses • Storage and distribution uses <p>Other uses will be permitted where these provide good employment outputs and are compatible with the character and function of the area and with adjacent uses.</p> <p>Mixed use schemes may be permitted where they enable the development of the majority of the site for the uses above or other appropriate uses, provide good employment outputs, and are compatible with the character and function of the area and with adjacent uses.</p> <p>Retail and housing uses will generally not be permitted within Primarily Industrial Areas, unless exceptional circumstances can be demonstrated.</p> <p><u>Improvement of Primarily Industrial Areas</u></p> <p>Development within the Primarily Industrial Areas, other than minor alterations to existing premises, will only be permitted:</p> <ol style="list-style-type: none"> a) Where the proposal does not harm the amenity of any nearby residential areas; and b) Where, if the opportunity arises, the proposal helps to improve the general environment of the area <p><u>Allocations</u></p> <p>Within the identified Primarily Industrial Areas, the following sites are allocated for development:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 10%;">Site Ref</th> <th style="width: 70%;">Location</th> <th style="width: 20%;">Area (ha)</th> </tr> </thead> <tbody> <tr> <td></td> <td>Switch Car Site, Wakefield Road, Netherton</td> <td style="text-align: center;">4.7</td> </tr> <tr> <td></td> <td>Land at Trinity Park, Orrell Lane, Bootle</td> <td style="text-align: center;">2.8</td> </tr> <tr> <td></td> <td>Former Sewage Works, Sefton Lane, Maghull</td> <td style="text-align: center;">1.4</td> </tr> <tr> <td></td> <td>Former Playing fields, Heysham Road, Bootle</td> <td style="text-align: center;">1.1</td> </tr> <tr> <td></td> <td>Rear of Atlantic Industrial Estate, Bridle Road, Netherton</td> <td style="text-align: center;">1</td> </tr> <tr> <td></td> <td>Linacre Bridge, Linacre Lane, Bootle</td> <td style="text-align: center;">1</td> </tr> <tr> <td></td> <td>Former Lanstar Site, Hawthorne Road, Bootle</td> <td style="text-align: center;">1</td> </tr> <tr> <td></td> <td>Land at Farriers Way, Netherton</td> <td style="text-align: center;">0.5</td> </tr> <tr> <td></td> <td>Land North of Slaidburn Crescent, Southport</td> <td style="text-align: center;">0.25</td> </tr> </tbody> </table> <p>In addition, the redevelopment and remodelling of other land within</p>	Site Ref	Location	Area (ha)		Switch Car Site, Wakefield Road, Netherton	4.7		Land at Trinity Park, Orrell Lane, Bootle	2.8		Former Sewage Works, Sefton Lane, Maghull	1.4		Former Playing fields, Heysham Road, Bootle	1.1		Rear of Atlantic Industrial Estate, Bridle Road, Netherton	1		Linacre Bridge, Linacre Lane, Bootle	1		Former Lanstar Site, Hawthorne Road, Bootle	1		Land at Farriers Way, Netherton	0.5		Land North of Slaidburn Crescent, Southport	0.25
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	Primarily Industrial Areas (for the uses set out above) will be supported.
Alternatives Considered:	<p>There is no realistic alternative to this policy.</p> <p>Whilst the policy is more permissive than the 2006 Unitary Development Plan (which restricted development in PIAs to B1, B2, and B8 uses only), this would no longer be appropriate post-NPPF, and in the context of the current economic downturn. Conversely, a less restrictive approach that allowed residential and retail development could undermine the availability of land and premises for businesses in the Borough.</p>
Explanation:	<p>The Primarily Industrial Areas comprise the main established industrial estates and business parks in the Borough. New B1, B2, B8 and appropriate sui generis uses are acceptable in principle in these areas, subject to other Local Plan policies.</p> <p>The provision of other economic development uses will be considered where these are compatible with an industrial estate / business park environment, and provide good job outputs. Such proposals will be considered on their merits.</p> <p>Sefton has the smallest amount of employment land of all the Merseyside authorities, despite having a significantly higher population than some of these authorities. In this context, and in light of the findings of the 2012 Employment Land & Premises Study, the Council will seek to retain the Primarily Industrial Areas for business investment and growth.</p>
Relevant Plan Objectives:	<p>(1) To support urban regeneration and priorities for investment in Sefton</p> <p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses</p>
Relevant Strategic Policy:	SR1 Sustainable growth and regeneration
Links to other policies:	SR5 Employment Requirement and Strategic Employment Sites SR6 Regeneration PD1 Design
Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans	NPPF

Policy Title:	SR6 Regeneration
Policy Text:	<p>The Council’s priorities for regeneration are identified below. Development proposals that support the Council’s regeneration objectives will be permitted.</p> <p><u>Regeneration of Centres</u></p> <p>The regeneration of Sefton’s Town Centres is a Council priority. The following centres are identified as opportunities for remodelling and regeneration:</p> <p>1. Southport Town Centre and Seafront The regeneration and redevelopment of Southport Town Centre and Seafront consistent with Policies SRS2 and SRS3.</p> <p>2. Crosby and Maghull District Centres Crosby and Maghull District Centres are identified as opportunities for remodelling and regeneration that provides modern, high quality, town centre floor space, consistent with Policy SR8 ‘Centres and Parades’. Supplementary guidance will be prepared to guide redevelopment proposals at both of these centres.</p> <p>3. Seaforth Proposals in the centre of Seaforth, as shown on the plan, that support the following regeneration objectives will be permitted:</p> <ul style="list-style-type: none"> a) the consolidation of the existing retail area, or the introduction of complementary and supporting uses b) the redevelopment and positive re-use of vacant and / or derelict land and buildings c) the environmental enhancement of the area <p><u>Regeneration in Bootle</u></p> <p>The Council is committed to the regeneration of Bootle, including the redevelopment of derelict and vacant land.</p> <p>The following sites shown on the (as shown on the plan) are allocated as Regeneration Opportunity Sites:</p> <p>1. 495 – 509 Hawthorne Road, Bootle – 5.2 hectares; and</p> <p>2. Peoples Site, Hawthorne Road / Linacre Lane, Bootle – 7.0 hectares.</p> <p>The above sites are suitable for housing development. Partial, small-scale, 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. Development proposals that would make it difficult to provide housing on these sites in the long term will only be permitted in exceptional circumstances, where substantial regeneration benefits are provided.</p>

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	<p>3. 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:</p> <ul style="list-style-type: none"> a) the proposed use is compatible with a residential area; and 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. <p>Planning conditions or legal agreements may be used to ensure that the development of these sites contributes to the regeneration of the wider area.</p> <p><u>Regeneration of Employment Areas</u></p> <p>The following Employment Areas are identified as opportunities for significant remodelling and regeneration:</p> <p>1. Dunnings Bridge Road Corridor, Netherton The Dunnings Bridge Road Corridor will be the focus for major new employment investment in South Sefton. The regeneration priorities for this area are:</p> <ul style="list-style-type: none"> a) The remodelling of the Heysham Road Industrial Estate to provide modern employment premises and environmental enhancements b) The development of the 3 Strategic Employment Sites within the Corridor, in line with Local Plan policy SR5 c) The delivery of high job outputs on development sites, and high quality landscaped frontages onto Dunnings Bridge Road itself <p>2. Bootle Office Quarter The regeneration priorities for the Bootle Office Quarter are:</p> <ul style="list-style-type: none"> a) The refurbishment, re-use, or redevelopment of office blocks for appropriate new uses, consistent with Policy SR9 b) The redevelopment of vacant and under-used land for appropriate uses, consistent with Policy SR9 c) The development of new buildings of an appropriate scale and mass on the Stanley Road frontage.
<p>Alternatives Considered:</p>	<p>There are no realistic alternatives, as this policy is required in order to support the Council’s regeneration objectives in Sefton.</p>
<p>Explanation:</p>	<p>This Policy is intended to support the Council’s regeneration priorities for the Borough. It covers three key areas: regeneration of centres, regeneration in Bootle, and regeneration of employment areas.</p> <p><u>Regeneration of Centres</u> The four centres identified in this policy are those which have the greatest scope for regeneration and remodelling within Sefton. Whilst the regeneration of other centres within the Borough will also be encouraged and supported, Southport, Crosby, Maghull, and Seaforth each contain opportunities for the complete remodelling of areas within the centre.</p> <p>Southport Seafront contains a major development opportunity at Marine Drive to redevelop 16.4 ha of land for a major tourism development. The restoration of Kings Gardens is well underway. Southport Seafront is subject to Policy SRS3, as well as the wider Southport Central Area policy SRS2.</p>

Maghull and Crosby District Centres would benefit from regeneration and selective redevelopment of out-dated premises. Both of these policies are subject to Policy SR8. Further guidance will be published to guide future development within these centres.

Central Seaforth was designated as a Local Centre in the 2006 UDP, and it currently experiences high levels of vacancy. There are also significant areas of vacant / derelict land on the periphery of the retail area. New uses that complement and help to consolidate the retail area will be acceptable in principle. In addition, the redevelopment of vacant/derelict land and buildings for appropriate uses will also be encouraged. The area would also benefit from environmental improvements.

Regeneration in Bootle

Bootle contains the highest concentrations of deprivation in Sefton, and has long been the focus for physical regeneration in the Borough. Whilst the former 'Housing Market Renewal' programme has been discontinued by the Government, the Council still intends to secure the regeneration of these areas. This includes securing the positive redevelopment of the remaining brownfield sites that were allocated as part of the Housing Market Renewal initiative, many of which are vacant or derelict, or whose current use is incompatible with the residential character of the area. The Council is already committed to channelling New Homes Bonus monies to promote regeneration, and will continue to seek funding from all available sources.

The Council's regeneration objectives for Bootle are described in the following Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance notes (SPGs):

- Klondyke SPG
- Peel-Knowsley and Linacre SPD
- Coffee House Bridge SPD

These documents will be updated and replaced over time.

The three identified Regeneration Opportunity Sites are large, mostly vacant or derelict sites that would benefit from positive redevelopment. All of these sites are known to suffer from varying degrees of contamination, and their redevelopment would be likely to require public sector 'gap funding'.

495-509 Hawthorne Road was previously allocated for housing in the 2006 Unitary Development Plan. It forms the remaining part of the 'Hawthorne Road canal corridor' which has now been largely redeveloped for housing. It is currently occupied by a mixture of employment uses and derelict land. It is suitable for housing development in principle. New greenspace should be provided alongside the canal as part of any comprehensive redevelopment.

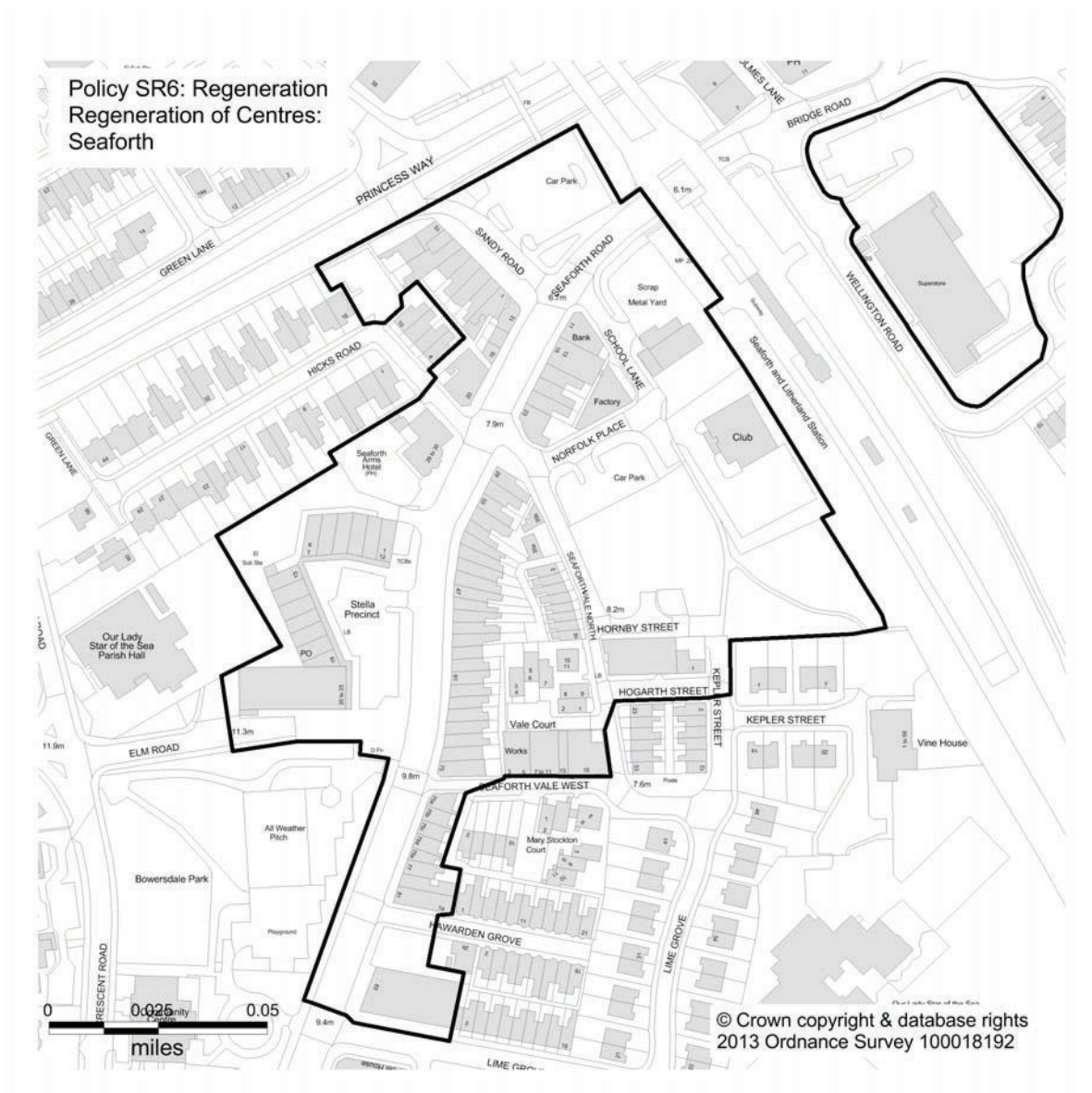
The majority of the **Peoples Site** is Council owned, with the southern extremity in private ownership. The northern part of the site is cleared, and a Council depot is located in the centre of the site. The southern, privately owned part of the site is currently occupied by a mixture of commercial uses. The site would be suitable for housing development in principle.

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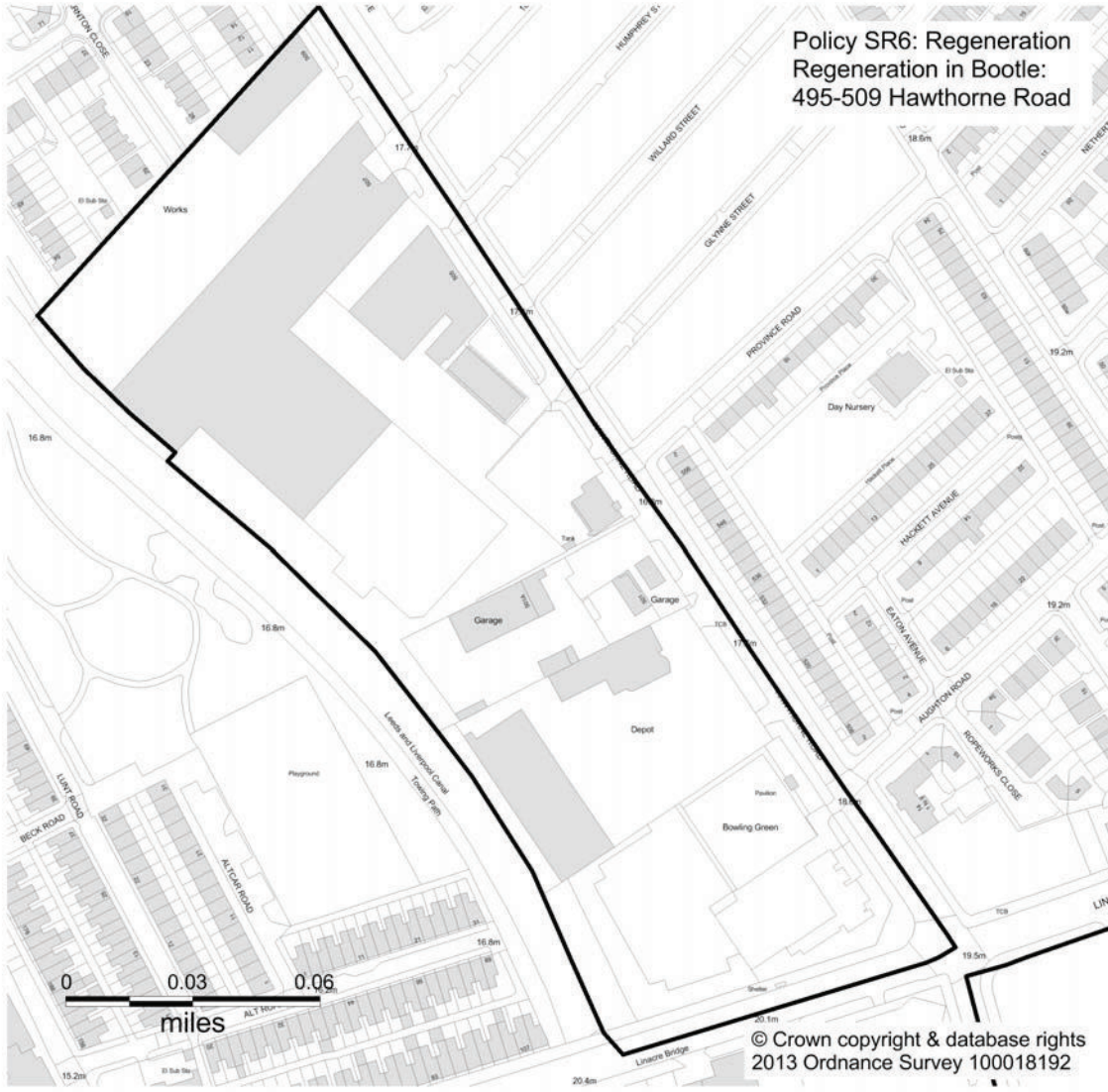
	<p>The Gasworks Site was allocated as an 'Opportunity Site' in the 2006 Unitary Development Plan. The site is known to be heavily contaminated and is the only site in Sefton to be listed under part 2a of the Environmental Protection Act. Given the significant constraints that apply to this site, the policy is intended to be flexible and encourage the redevelopment of the site.</p> <p><u>Regeneration of Employment Areas</u> Two employment areas within South Sefton are identified as opportunities for significant remodelling and regeneration - the Dunnings Bridge Road Corridor and the Bootle Office Quarter.</p> <p>The Dunnings Bridge Road Corridor incorporates the Heysham Road Industrial Estate, the Bridle Road Industrial Estate, the industrial premises on the north-western side of Dunnings Bridge Road, and the three Strategic Sites identified in Policy SR5. Collectively, this area represents the biggest opportunity to provide large-scale and high quality modern employment development in an area of high unemployment.</p> <p>Over the course of the Local Plan, a new role needs to be found for the Bootle Office Quarter. The 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 is likely to continue to contract. Some office blocks will need to be converted to or redeveloped for other uses. In addition, there are a number of vacant sites that could be developed for modern premises. The Bootle Office Quarter is part of the wider Central Bootle 'Mixed Use Area' - Policy SR9 sets out the uses which are appropriate within the Office Quarter.</p>
<p>Relevant Plan Objectives:</p>	<p>(1) To support urban regeneration and priorities for investment in Sefton (4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint (5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise (6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings (10) Improve access to services, facilities and jobs without having to depend on the car (11) To support Sefton's town and local centres so they are able to adapt to local and wider needs for shopping, leisure, culture and other services, which contribute to making centres more viable (12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses (13) To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.</p>
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth and Regeneration</p>
<p>Links to other policies:</p>	<p>SR3 Housing requirement SR5 Employment requirement and strategic employment locations SR9 Mixed use areas</p>
<p>Policy Context:</p>	<p>NPPF North Liverpool and South Sefton Regeneration Framework</p>



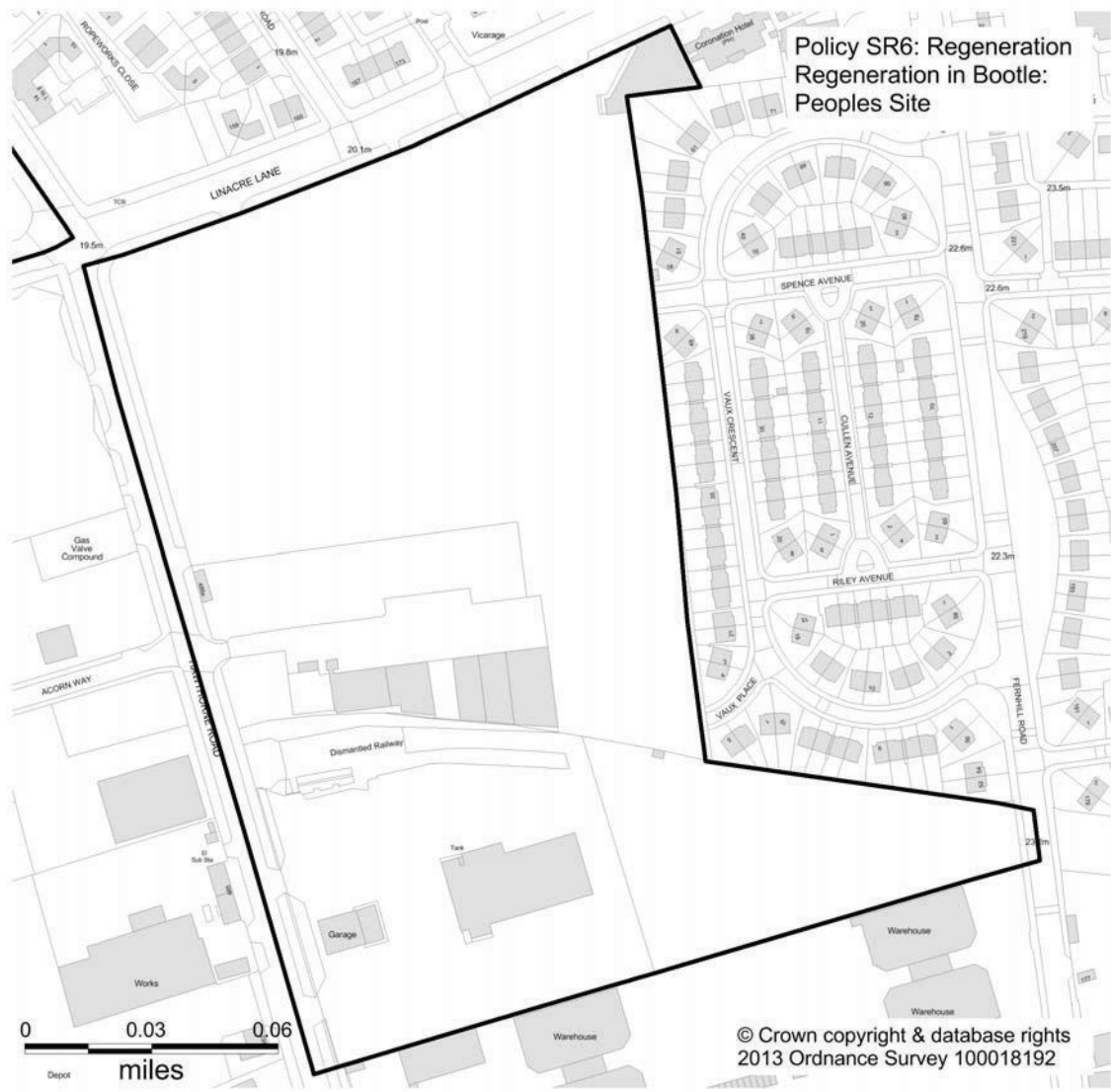
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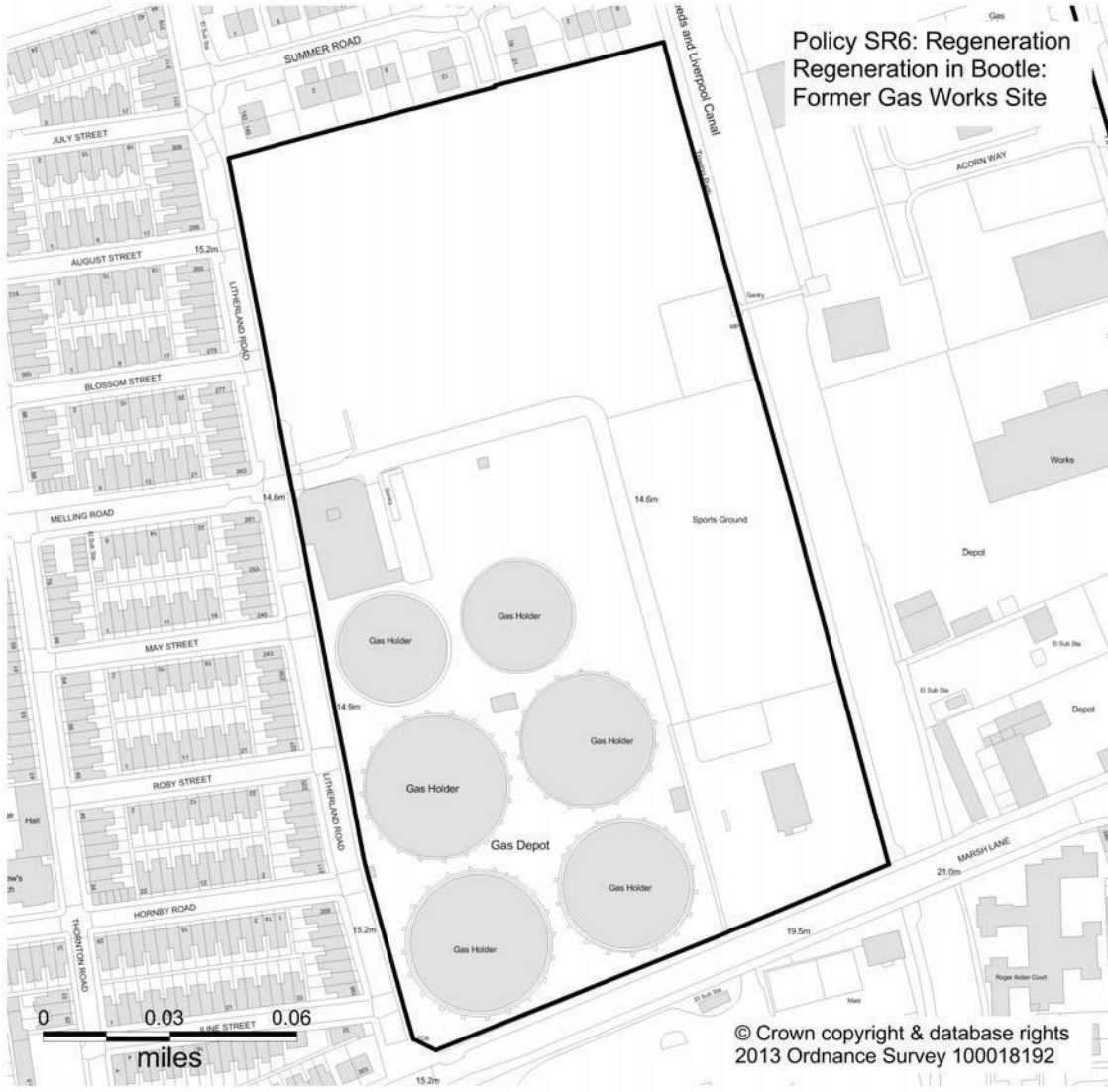
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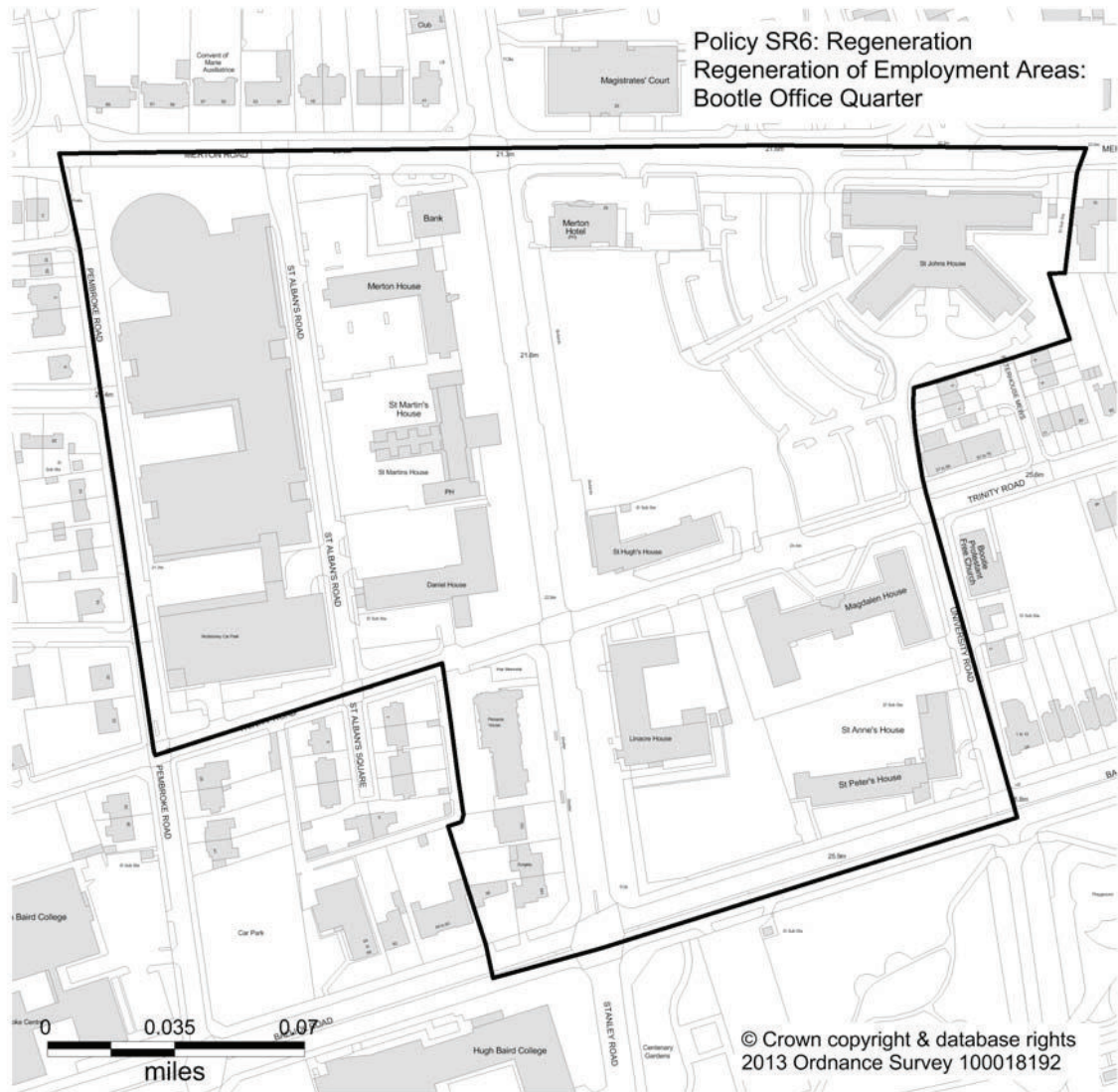
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Policy Title:	SR7 Infrastructure and Developer Contributions
Policy Text:	<ol style="list-style-type: none"> 1. Through development proposals, social, green and physical infrastructure will be protected, enhanced and provided to support sustainable communities by: <ul style="list-style-type: none"> • Protecting existing facilities from loss where there is an identified need; • Providing sites for infrastructure where there is an identified need; • Making sure that infrastructure is provided in sustainable locations; • Working with a range of partners to make sure that infrastructure is provided in the right location and the right time; 2. Developer contributions may also be sought in appropriate locations to assist with urban regeneration. 3. Where appropriate, developers contributions will be sought to enhance and provide infrastructure along with new developments. This may be secured as a planning obligation through a Section 106 agreement, where the development would otherwise be unacceptable, through the Community Infrastructure Levy (CIL) or through other agreements. 4. Where appropriate, the Council will require developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions in lieu of provision. 5. The Infrastructure Delivery Plan sets out the infrastructure required for the strategy set out in this Local Plan to be met. 6. Where appropriate the impact on the viability of development proposals in providing infrastructure, or contributions for infrastructure, will be considered.
Explanation:	<p>Infrastructure is the range of physical, social and green services, facilities and structures that is needed for the running of places and society. Types of physical infrastructure include roads, rail, sewers, homes and telecommunications. Social infrastructure includes schools, health facilities, shops and community facilities. Green infrastructure can include parks, trees, canals and rivers, allotments and the coast.</p> <p>New development can place a strain on existing infrastructure. Often the perception of local residents is that their area is lacking in a range of infrastructure and services and would struggle to accommodate further development. However, new development has the potential not only to secure new infrastructure, but also to improve existing infrastructure and services and to support infrastructure and services that may be in danger of closure.</p> <p>Infrastructure is also crucial to Sefton's long-term economic growth and social well-being. It helps to create places where people want to live, work and thrive. The quality, location and capacity of our infrastructure impacts on decisions and investment. While inadequate infrastructure can restrict growth, high-quality infrastructure can unlock development and boost</p>

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	<p>private sector investment.</p> <p>Good infrastructure planning is therefore a critical aspect of development planning. Working with partners, including both public and private infrastructure providers, local people and developers is critical in ensuring that the right infrastructure is provided in the right location at the right time.</p> <p>An Infrastructure Delivery Plan will be published to support the Local Plan. This will set out the types of infrastructure that will be needed during the plan period, 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 to support the Local Plan strategy include, but is not restricted to:</p> <ul style="list-style-type: none"> • Transport improvements (see policy SR10 - Transport) • Public open space and other green infrastructure (including trees) • Additional school places • Water supply and sewers • Reducing the risk of flooding • Community facilities • Improvement of heritage assets <p>A proportion of any contributions secured through the Community Infrastructure Levy will be given directly to local neighbourhoods. They will be able to set their own priorities for how they spend this money in their local area.</p> <p>We would expect that some of the additional and improved infrastructure will be provided through the development process and be secured by appropriate legal agreements. This may be provided on site by the developer, secured by planning agreement or through the Community Infrastructure Levy. Additionally, policy CC3 - Energy and Carbon Reduction refers to the scope for compensatory provision, including financial contributions, in lieu of meeting energy standards and targets, within the context of the Government's emerging 'Allowable Solutions' framework or the Council's approved energy strategies.</p> <p>In late 2013/early 2014 we will undertake a viability assessment of the proposals contained in this plan. The purpose of this is to assess whether there is the scope to implement a Community Infrastructure Levy charging schedule in the borough, and if so, at what rate this should be set.</p>
<p>Relevant Plan Objectives:</p>	<ol style="list-style-type: none"> 1. To support urban regeneration and priorities for investment in Sefton 3. To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place. 5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise. 9. To make sure that new developments include the essential infrastructure, services and facilities that it requires. 10. To access to services, facilities and jobs without having to depend on the car.
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth & Regeneration</p>
<p>Links to other policies:</p>	<p>Access and facilities Green infrastructure</p>
<p>Policy Context:</p>	<p>NPPF sections 4 and 5; paragraph 162</p>

Policy Title:	SR8 Development in Town Centres, District Centres and Local Centres and Local Shopping Parades
Policy Text:	<p>Retail, leisure and other complimentary/town centre uses will be directed towards the Borough's existing centres in accordance with the following hierarchy:</p> <p>TOWN CENTRES - Bootle and Southport. DISTRICT CENTRES - Crosby, Formby, Maghull and Waterloo. LOCAL CENTRES - Ainsdale, Birkdale, Churchtown, Netherton and Old Roan</p> <p>Planning permission will be granted for development which is appropriate to the role and function of each centre.</p> <p>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. In addition, all proposed retail, leisure and other town centre uses should demonstrate:</p> <ul style="list-style-type: none"> • that it would not prejudice the delivery of committed and planned public and private 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. <p>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:</p> <ul style="list-style-type: none"> • 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. <p>In the event that more than one of the above criteria apply, the lower impact threshold will take precedence.</p> <p>Changes of use from A1 retail to other uses within primary retail areas [to be defined] will be carefully considered in terms of the impact on the retail function, character, and vitality and viability of the centre as a whole. However, a flexible approach will be taken in relation to such proposals, particularly beyond the primary retail area, where it would lead to a vacant unit being brought back into active use, provided that the primary retail function of the centre as a whole is not undermined.</p>

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	<p>Bootle and Southport Centres will be defined as Town Centres</p> <p>Bootle Town Centre</p> <p>Bootle Town Centre, as shown on the Proposals Map, will be the main focus for local convenience and comparison retail development in the south of Sefton.</p> <p>New retail development will be permitted providing that it is located within the defined Town Centre. However, if no suitable site or sites exist within the Town Centre, suitable edge of centre sites will be considered, or failing this accessible locations that are well connected with the town centre.</p> <p>Proposals for non retail uses, including offices (Class A2), food and drink (Class A3) uses and other uses compatible with a town centre use will be permitted providing that:</p> <ul style="list-style-type: none">(i) the overall retail function of Bootle Town Centre would not be undermined(ii) the use would make a positive contribution to the overall the vitality and viability of Bootle Town Centre; and(iii) it would not result in an unacceptable cluster of non-retail uses <p>Southport Town Centre</p> <p>Southport Town Centre will be the main focus for local comparison and convenience retail development, cultural, education, office and for leisure development in North Sefton.</p> <p>New retail development will be permitted providing that it is located within the defined Town Centre as shown on the Proposals Map. However, if no suitable site or sites exist within the Town Centre, suitable edge of centre sites will be considered, or failing this accessible locations that are well connected with the town centre.</p> <p>Proposals for non retail uses, including offices (Class A2), food and drink (Class A3) uses and other uses compatible with a town centre use will be permitted providing that:</p> <ul style="list-style-type: none">(i) the overall retail function of Southport Town Centre would not be undermined(ii) the use would make a positive contribution to the overall the vitality and viability of Southport Town Centre(iii) it would not result in an unacceptable cluster of non retail uses; and(iv) It would be of a high quality design such that it would make a positive contribution to the character of Southport Town Centre, both in relation to adjacent properties and the wider
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	<p style="text-align: center;">street scene</p> <p><u>Development in District and Local Centres</u></p> <p>The following will be defined as District Centres:</p> <p>Waterloo Crosby Maghull Formby</p> <p>The following will be defined as Local Centres</p> <p>Ainsdale Birkdale Churchtown Old Roan Netherton</p> <p>The District and Local Centres will remain the main focus for retail development to serve local needs. New retail development should preferably be promoted within the Primary Shopping Area to support the centres' continued vitality and viability. However, other development (including change of use) will be permitted provided that:</p> <ul style="list-style-type: none">(i) the overall function of the Centres would not be undermined(ii) the use would contribute positively to the overall vitality and viability of the Centre(iii) the proposal is appropriate to the scale, role and function of the Centre; and(iv) the development presents no adverse impacts on other surrounding/neighbouring uses. <p>In District Centres small scale new retail development should preferably be located in within the Primary Retail Areas as shown in figure xx. Other uses will be considered on their merits where they contribute positively to the overall vitality an viability of the centre</p> <p>With specific regard to the District Centres of Crosby and Maghull, a more significant scale of retail redevelopment will be supported where it satisfies (i) to (iv) above and where it contributes positively to the delivery of modern, vibrant and competitive retail centres. In this regard, should remodelling of either or both District Centres be required, it will need to be undertaken in a sensitive manner, be of a high quality of design, should positively enhance the centre as a whole, and contribute positively to achieving townscape improvements and local regeneration outcomes.</p>
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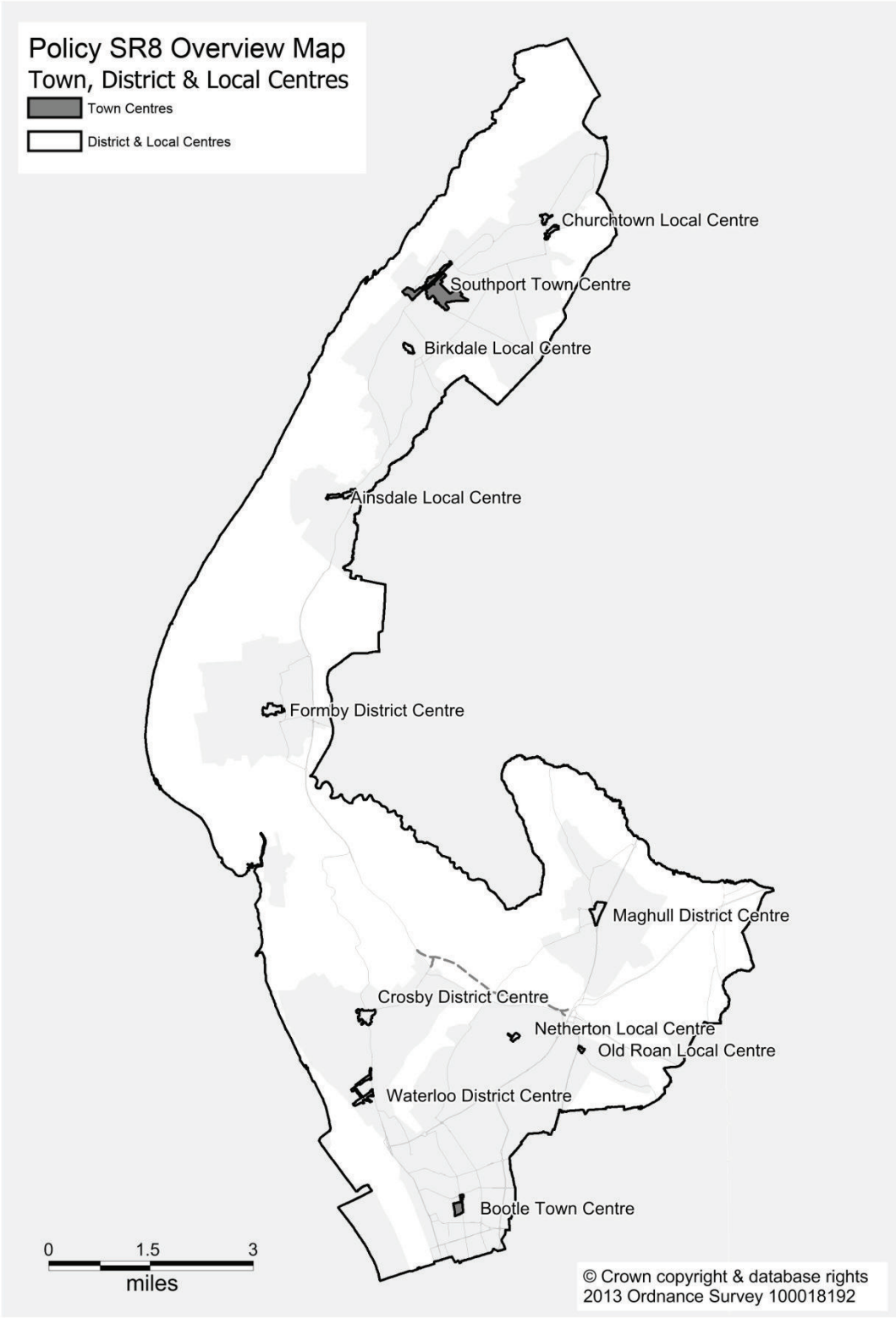
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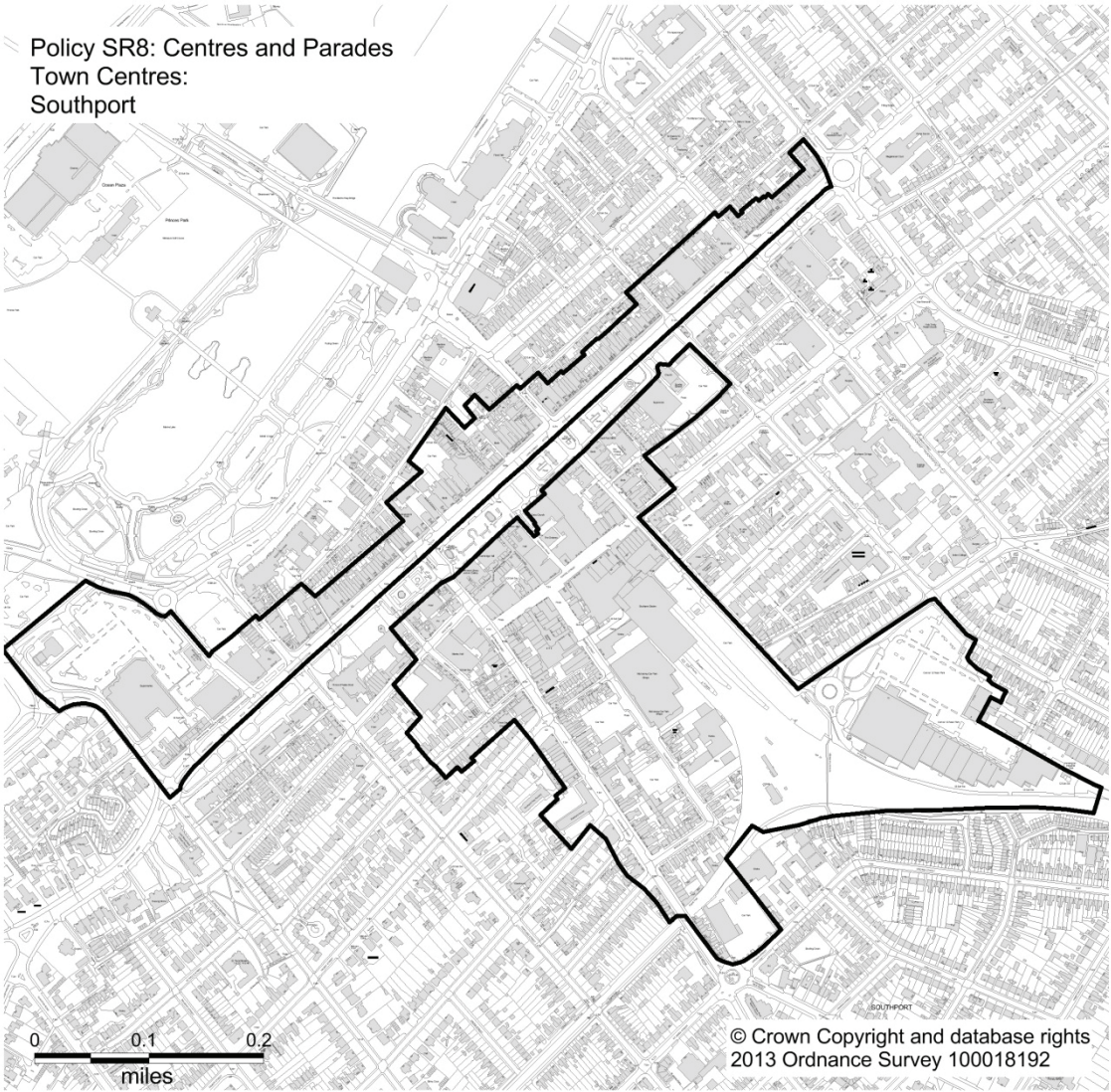
	<p>Local Shopping Parades</p> <p>Proposals for appropriate uses within local shopping parades (typically small groups of shops of four or more retail units in any six units) will be permitted provided that:</p> <ul style="list-style-type: none"> (a) they bring back into beneficial use a property including appropriate non retail uses which would otherwise be vacant or is in a poor physical condition; (b) they do not harm the overall provision of facilities in the local area or the appearance of the local shopping parade; and (c) the development presents no adverse impact on the amenity of surrounding/neighbouring uses. <p>In this regard there is a recognition that the role and function of some shopping parades will need to change over time and this may mean that complimentary uses will need to be encouraged either for individual retail units or, exceptionally of for whole shopping parades.</p>
<p>Explanation:</p>	<p>The current economic climate is challenging and the economic future is uncertain. The future growth in retail expenditure for both convenience and comparison goods at the national level is predicted to be significantly weaker during the next decade than was experienced during the past decade. Linked to this it is predicted that at the national level town centre footfall will continue to fall, or at best remain broadly as it is currently. Furthermore, the most recent economic evidence supports the view that in overall terms customers may have less disposable incomes (or at best the same), which may, in turn, lead to a greater desire/need for price conscious retailing. Linked to this there is a clear expectation that the UK on-line retail sector, embracing internet shopping, will continue to grow and this is likely to mean that some town centre retailers will increasingly need to offer customers a range of options, including buying on-line and “click and collect” services, whereby products can be purchased on-line but picked up from town centres stores.</p> <p>Given the above, town centres will need to embrace these challenges if they are to remain vital and viable and this will require a flexible approach to the interpretation of town centre policies and strategies and the uses which take place within them. The historical function of town centres being primarily for retailing will continue but it will increasingly be necessary for town centres such as Bootle and Southport to be supported by complementary non retail uses, including offices, food and drink uses and other uses compatible with the role and function of these centres. That noted, changes of use from A1 retail to other uses within 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.</p> <p>The Retail Strategy Review (RSR) undertaken for Sefton in 2012 concluded that in the period to 2016 there was additional convenience capacity to support a large sized foodstore of approximately 4,000 sq m net in north Sefton. Given the majority of this need is in Southport, it would be sensible to identify additional sites in or around Southport</p>

	<p>Town Centre, or failing this within the wider Southport area. In terms of comparison expenditure up to the period to 2021 existing capacity should meet need, although post 2021 there likely be a need for some additional comparison provision.</p> <p>In terms of 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, where opportunities arise. In terms of comparison expenditure the RSR forecasts that there will be no significant need up to 2021, but there will be a need post 2021, which will increase as we move forward to 2031.</p> <p>Clearly these RSR forecasts will need to be kept under regular review and importantly forecasts over the medium to longer term need to be treated with a considerable degree of caution given the inherent uncertainties in predicting how the economy will perform over time, but as matters stand at present the only significant short to medium term need is for further convenience capacity to be identified in Southport.</p> <p>Notwithstanding this, the ability of Southport town centre to adapt to the challenging retail environment, will be critical to its ability to attract significant visitor spending.</p> <p>Notwithstanding the above, and whilst the most recent forecasts of comparison floorspace expenditure and requirements, indicates no significant need for comparison floorspace up to 2021, this does not mean that additional comparison floorspace would not be supported in Southport Town Centre, and particularly where it would Southport's market share or reuse or recycle existing floorspace.</p> <p>In terms of the district and local centres they will also face challenges and they too will require the application of a flexible approach to the interpretation of relevant policies if they are to maintain their vitality and viability. In this regard, other uses will be considered positively where they contribute to the overall vitality and viability of a centre.</p> <p>Furthermore, shopping parades (defined as groupings of four or more consecutive retail units or four retail units in any six units), will in the main, perform a continued local convenience function. However, they have no protection under NPPF advice.</p> <p>Acknowledging the findings of the recent shopping parades assessment for Sefton, whilst the majority of the parades are performing well, there is still a significant proportion of parades that are vulnerable and performing poorly. The challenge will be to ensure that those parades that perform well will continue to do so in the future and those performing less well will be supported in improving or, if this is not possible, in achieving acceptable complimentary uses.</p>
<p>Relevant Plan Objectives:</p>	<ol style="list-style-type: none"> 1. To support urban regeneration and priorities for investment in Sefton 3. To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place. 5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise. 11. To support Sefton's town and local centres so they are able to adapt to local

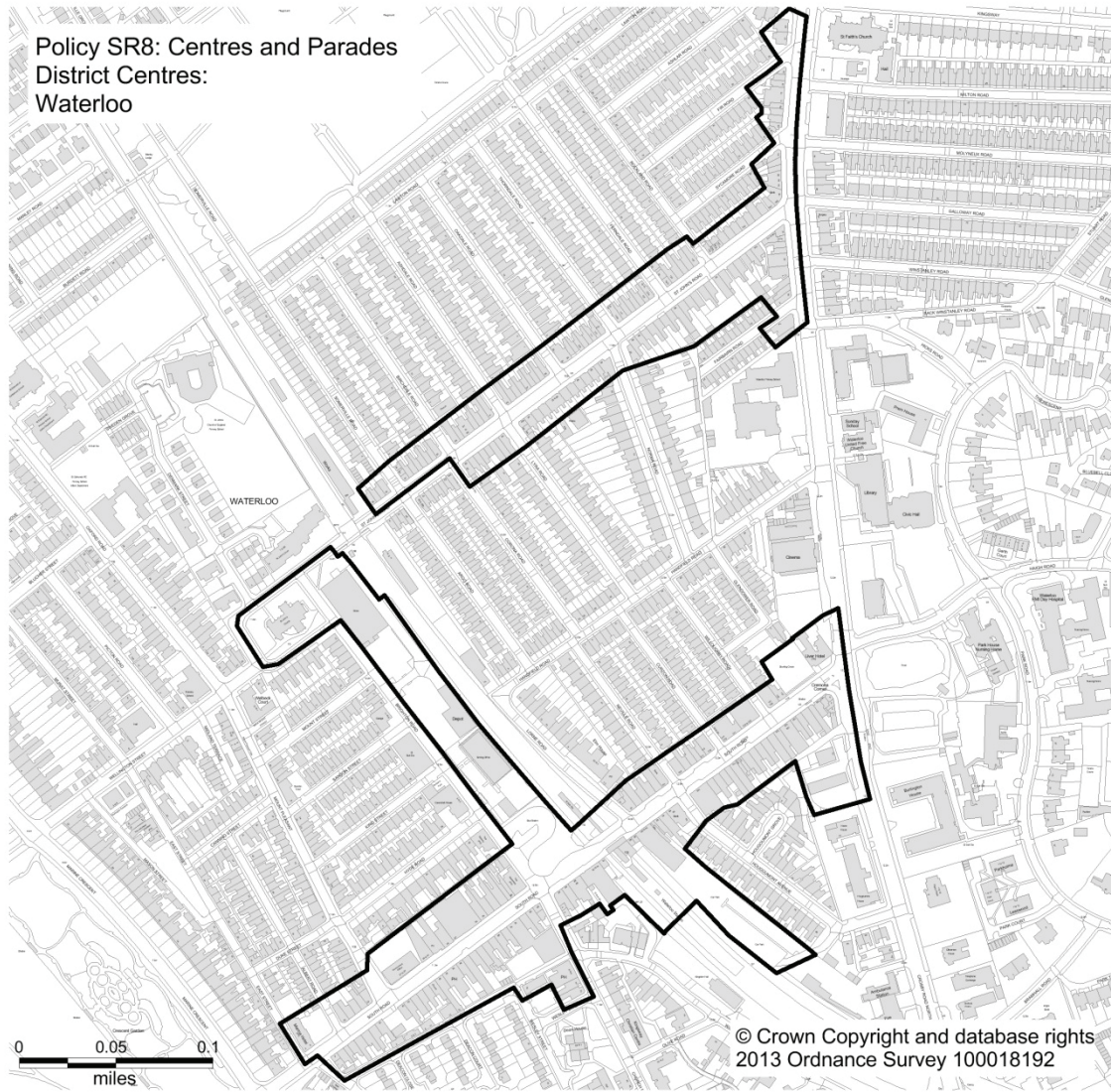
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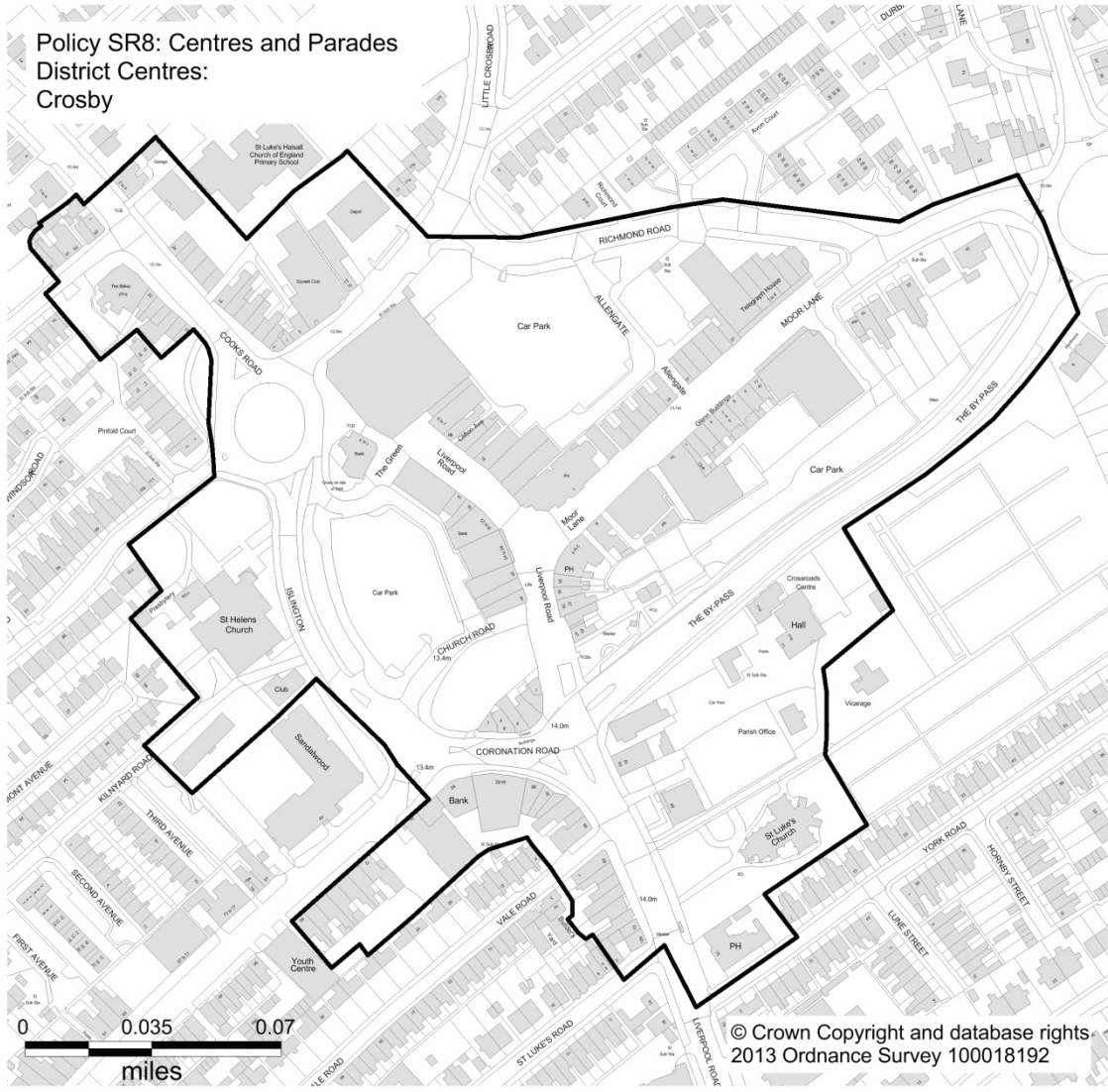
	and wider needs for shopping, leisure, culture and other services, and develop a more flexible role.
Relevant Strategic Policy:	SR1 Sustainable Growth and Regeneration P1 People and Places
Links to other policies:	SRS2 Southport Central Area PH1 Health and Wellbeing PH2 Food and Drink uses PC1 Access and Facilities PC4 Community Facilities
Policy Context:	NPPF advice and especially paras 23 to 27.



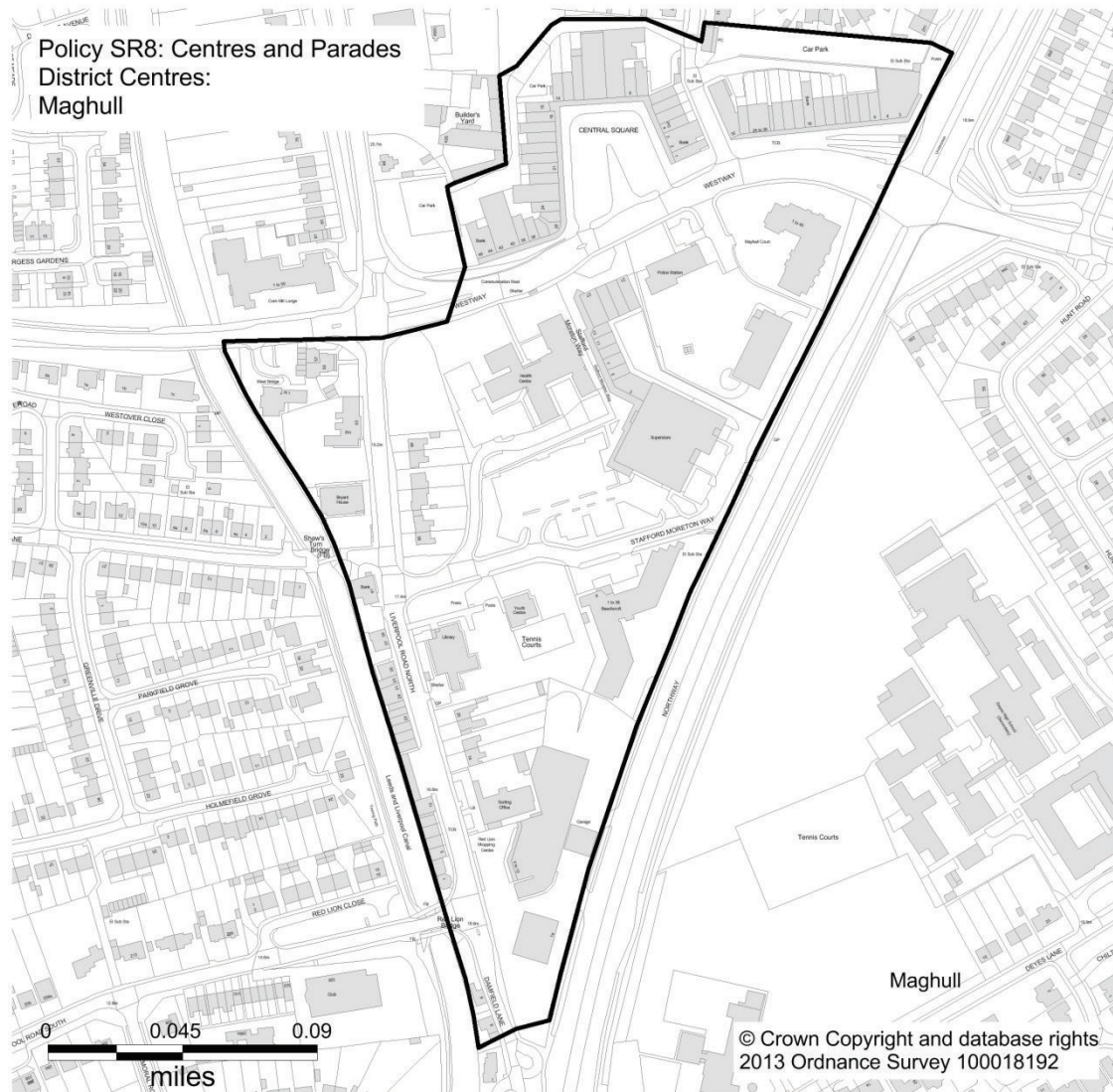


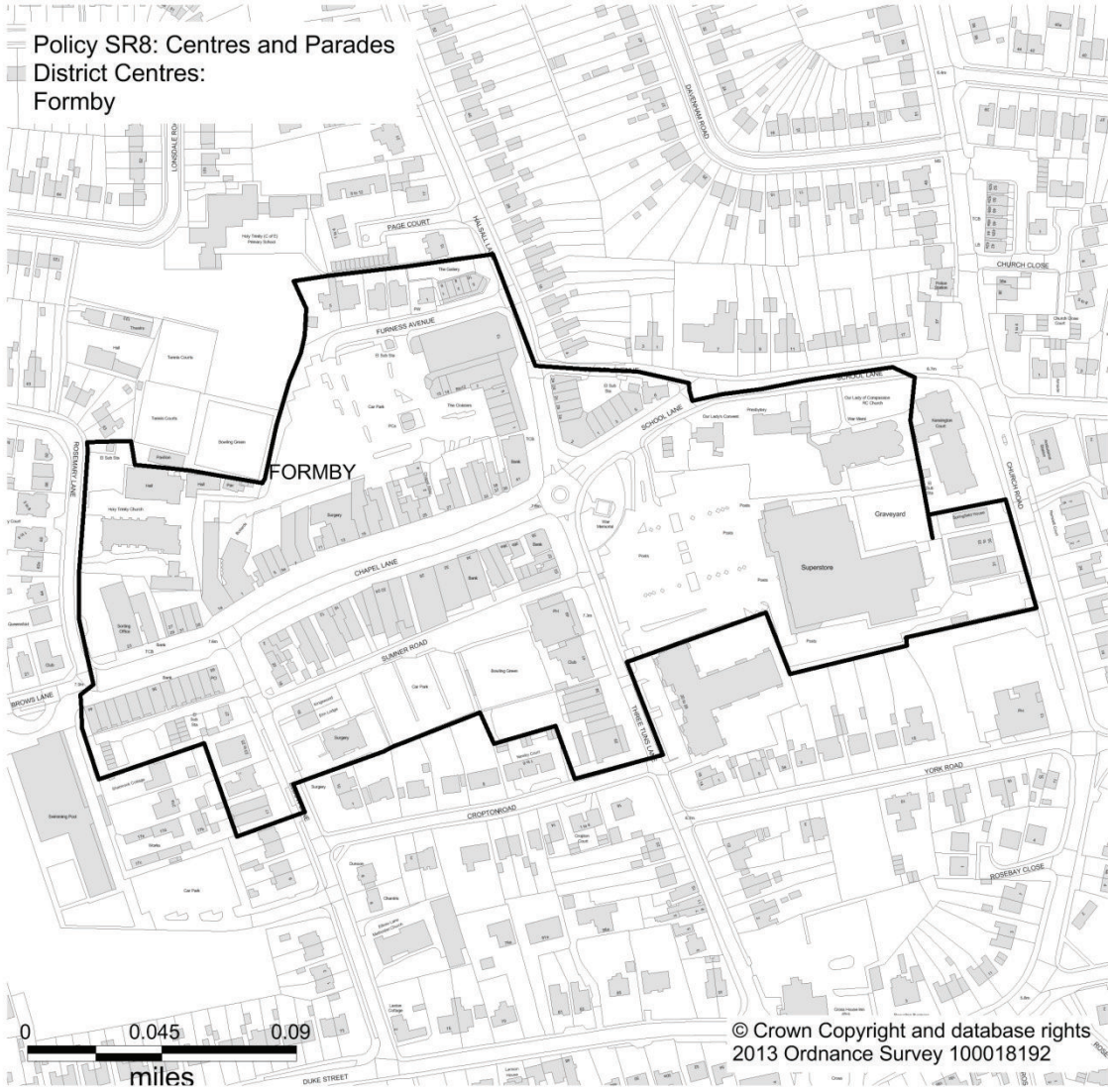
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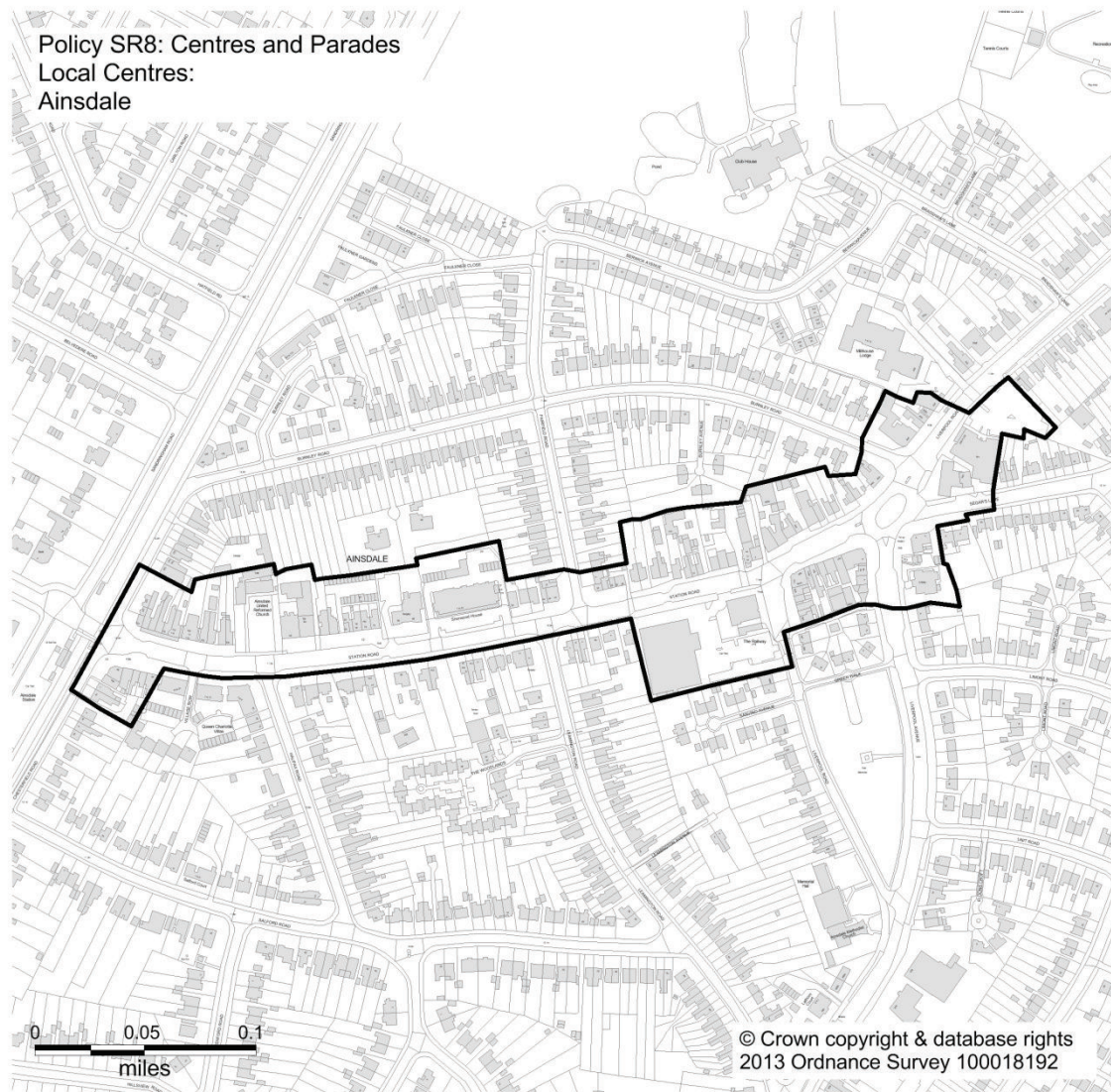


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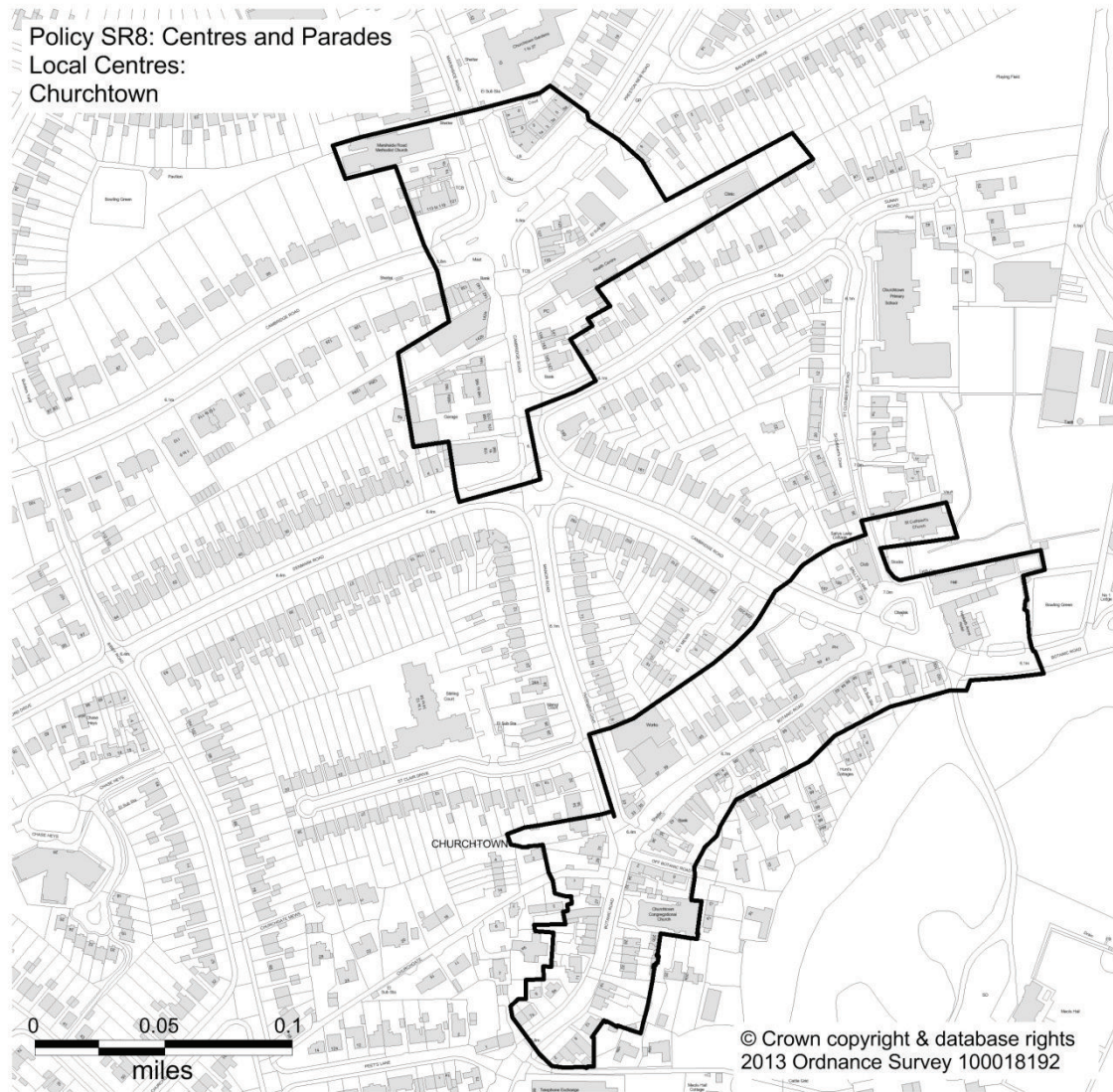


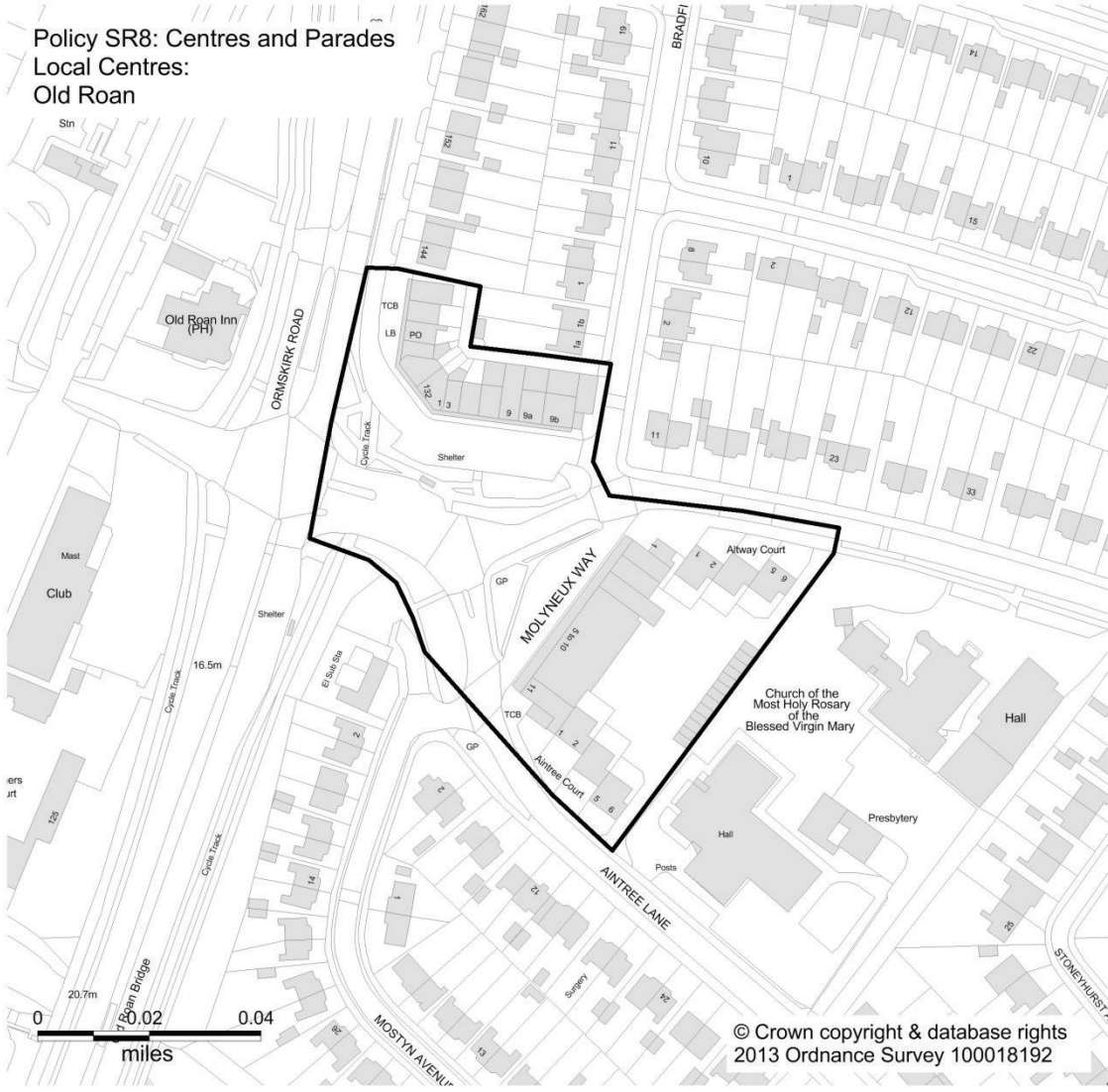
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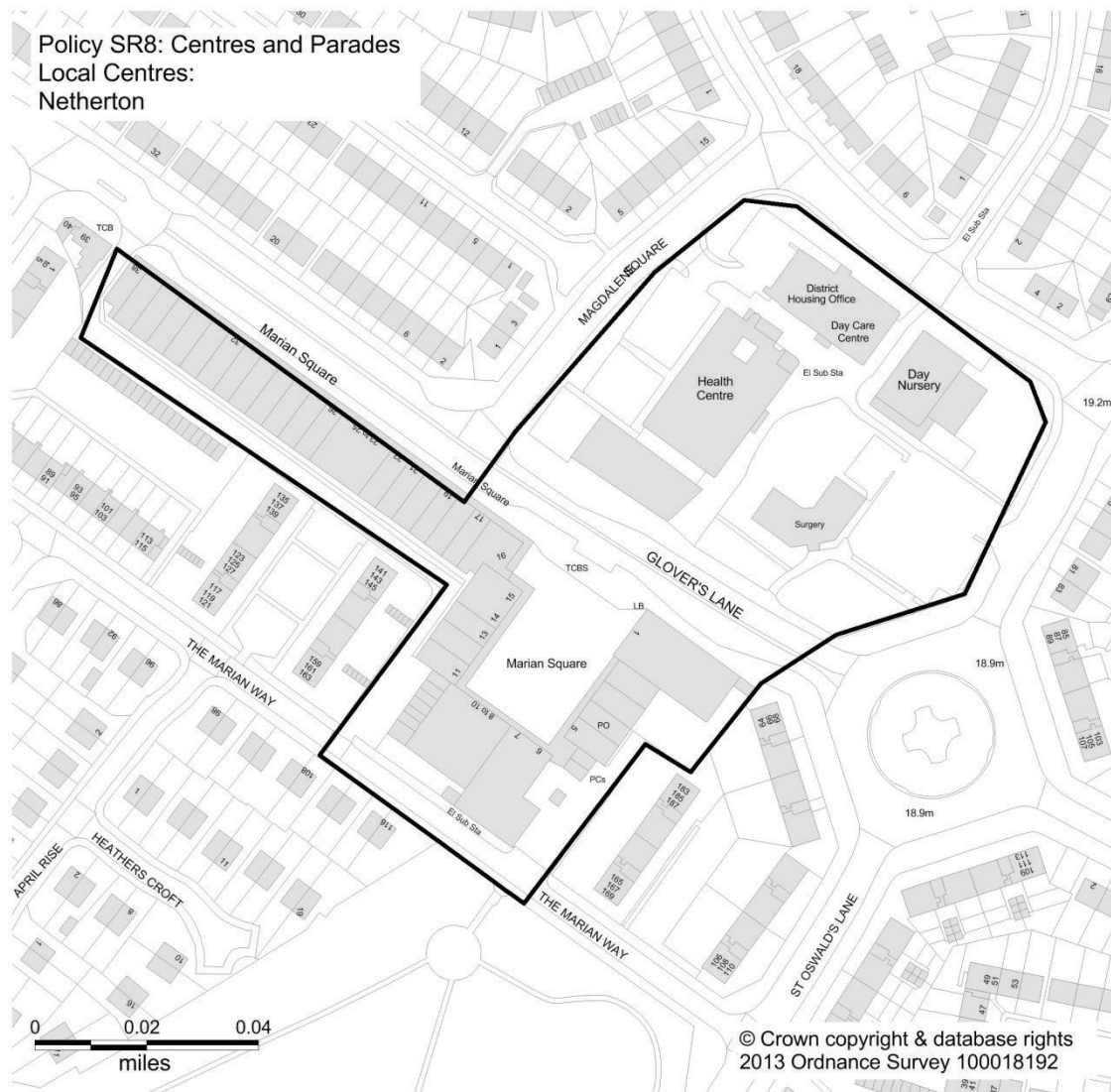


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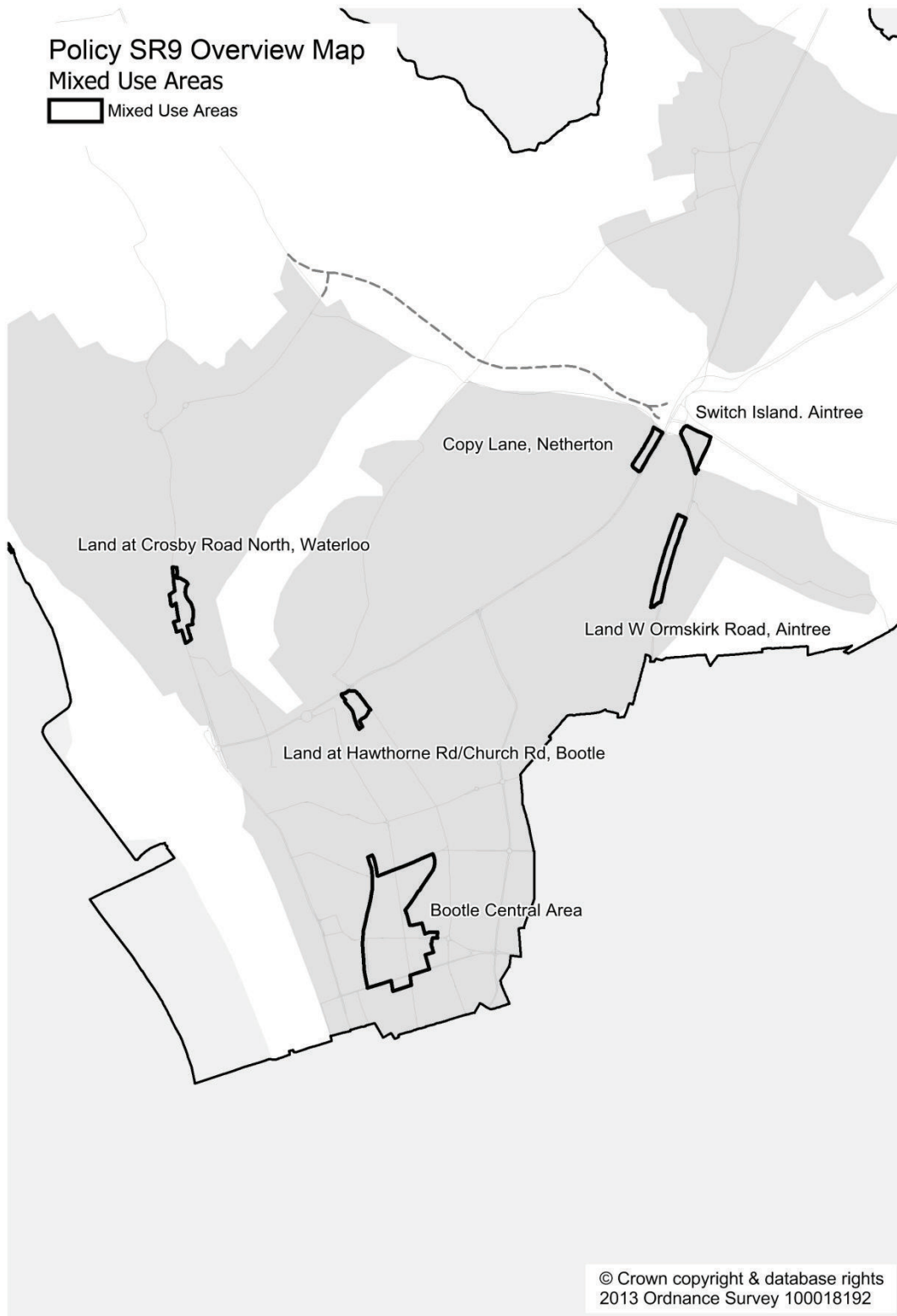
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Policy Title:	SR9 Mixed Use Areas
Policy Text:	<p>1. The Mixed Use Areas listed below are suitable for the following types of development: office and light industrial, health and educational uses, leisure and recreation, civic and community facilities, and other uses that compliment the character of the area.</p> <p>a) Bootle Central Area b) Land at Crosby Road North, Waterloo c) Land at Copy Lane, Netherton d) Land to the West of Ormskirk Road, Aintree e) Switch Island, Aintree f) Land at Hawthorne Road / Church Road, Bootle</p> <p>2. Retail development will only be permitted where it is small scale, or where the proposed development meets the criteria set out in Policy Development in town centres, district centres and local centres and local shopping parades’.</p> <p>3. Residential development will only be permitted where an acceptable residential environment that ensures the amenity of future occupiers can be achieved. This should have regard to any adjacent non-residential uses.</p>
Alternatives Considered:	There are no realistic alternatives. The land identified as ‘Mixed Use Areas’ do not fit neatly into any alternative category and they incorporate a variety of uses. A significant part of the Bootle Central Area was previously allocated in the 2006 Unitary Development Plan as the Bootle Office Quarter, which restricted development to Office uses. This is no longer considered realistic given the subsequent public sector retrenchment and the associated reduction in demand for offices in Bootle.
Explanation:	<p>The identified mixed use areas already contain a variety of uses, and do not fit neatly into any alternative Local Plan designation. Four of the six areas were identified as Mixed use Areas in the 2006 Unitary Development Plan and this has worked well in facilitating appropriate development in these areas.</p> <p>The Bootle Central Area, not previously a Mixed Use Area, has been included now in recognition that the demand for office development in this area will likely contract. The flexibility that a Mixed Use Area designation brings will facilitate the development of new, complimentary uses, into the Office Quarter and wider Central Area.</p>
Relevant Plan Objectives:	<p>(1) To support urban regeneration and priorities for investment in Sefton</p> <p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses</p>
Relevant Strategic Policy:	SR1 Sustainable Growth and Regeneration
Links to other policies:	SR6 Regeneration
Policy Context:	NPPF

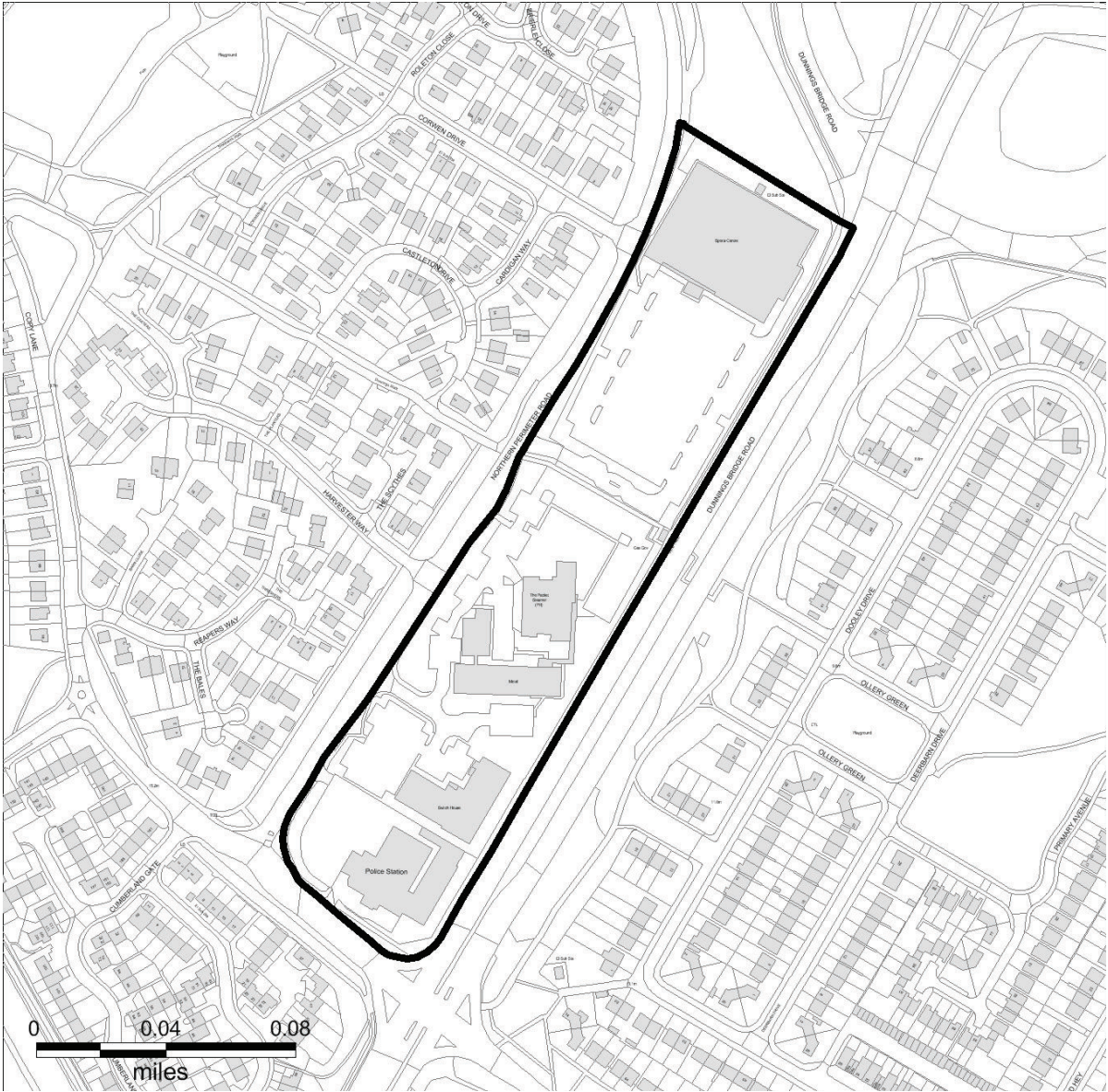
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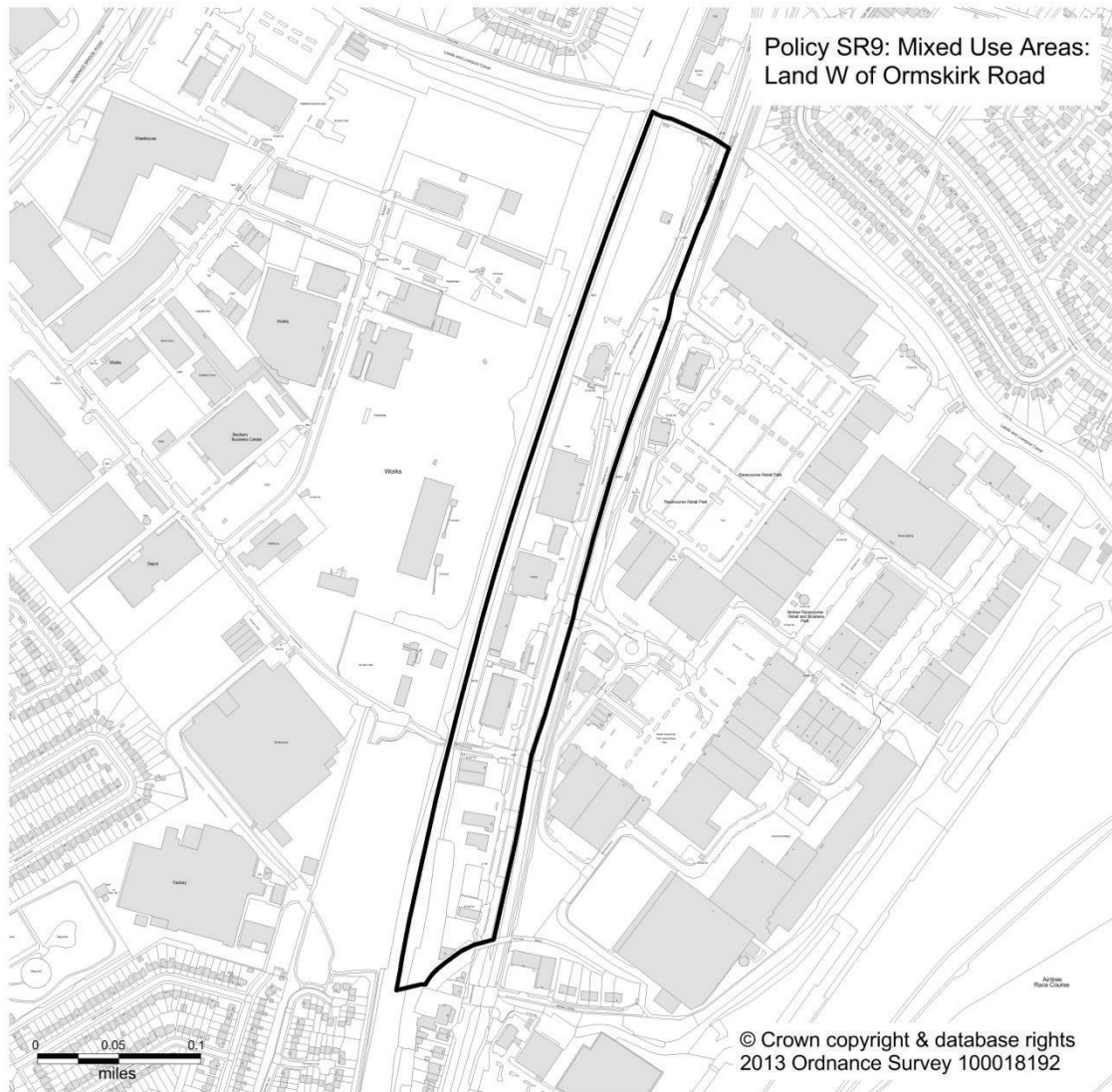
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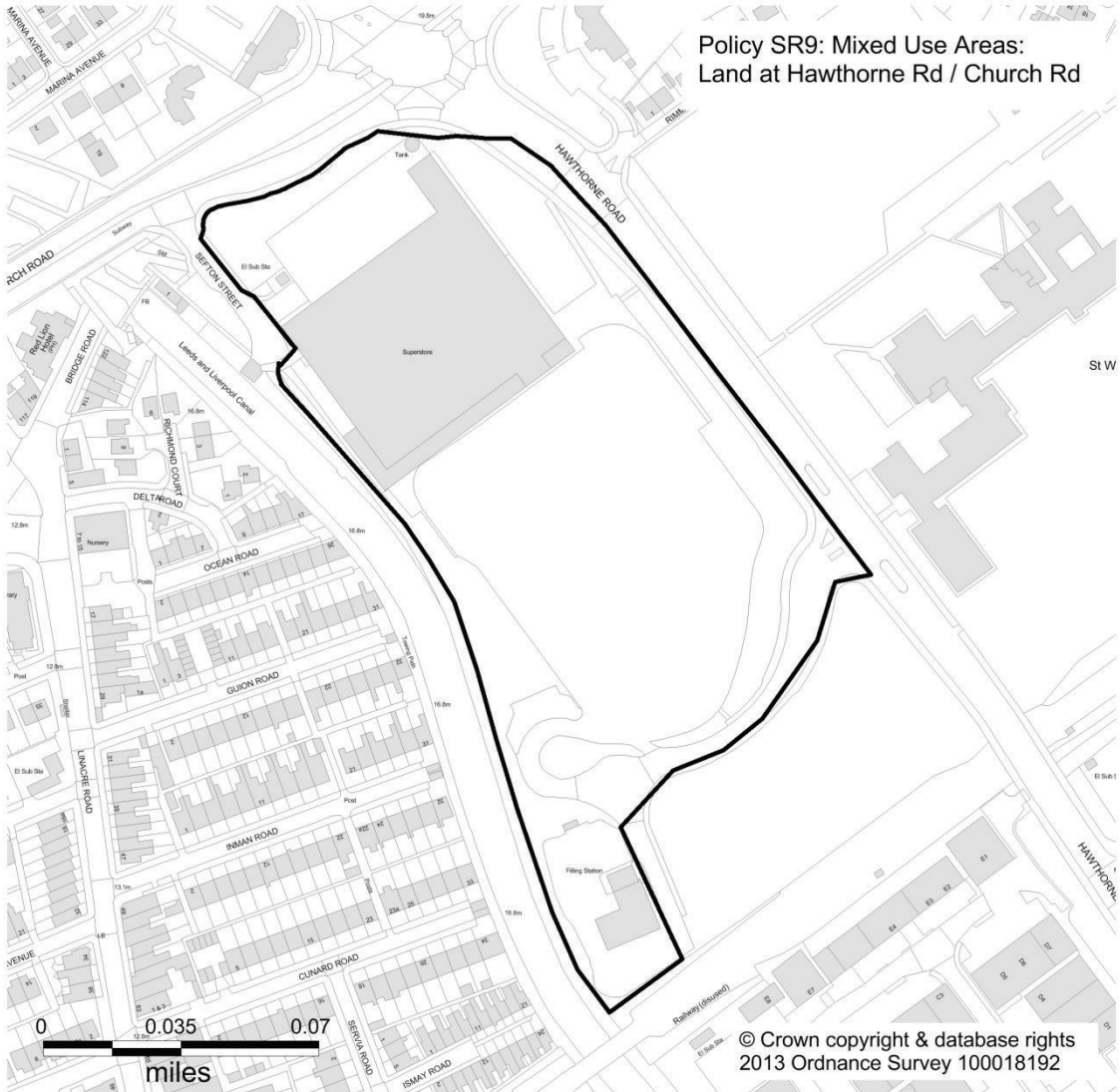


SR9 Copy Lane Netherton

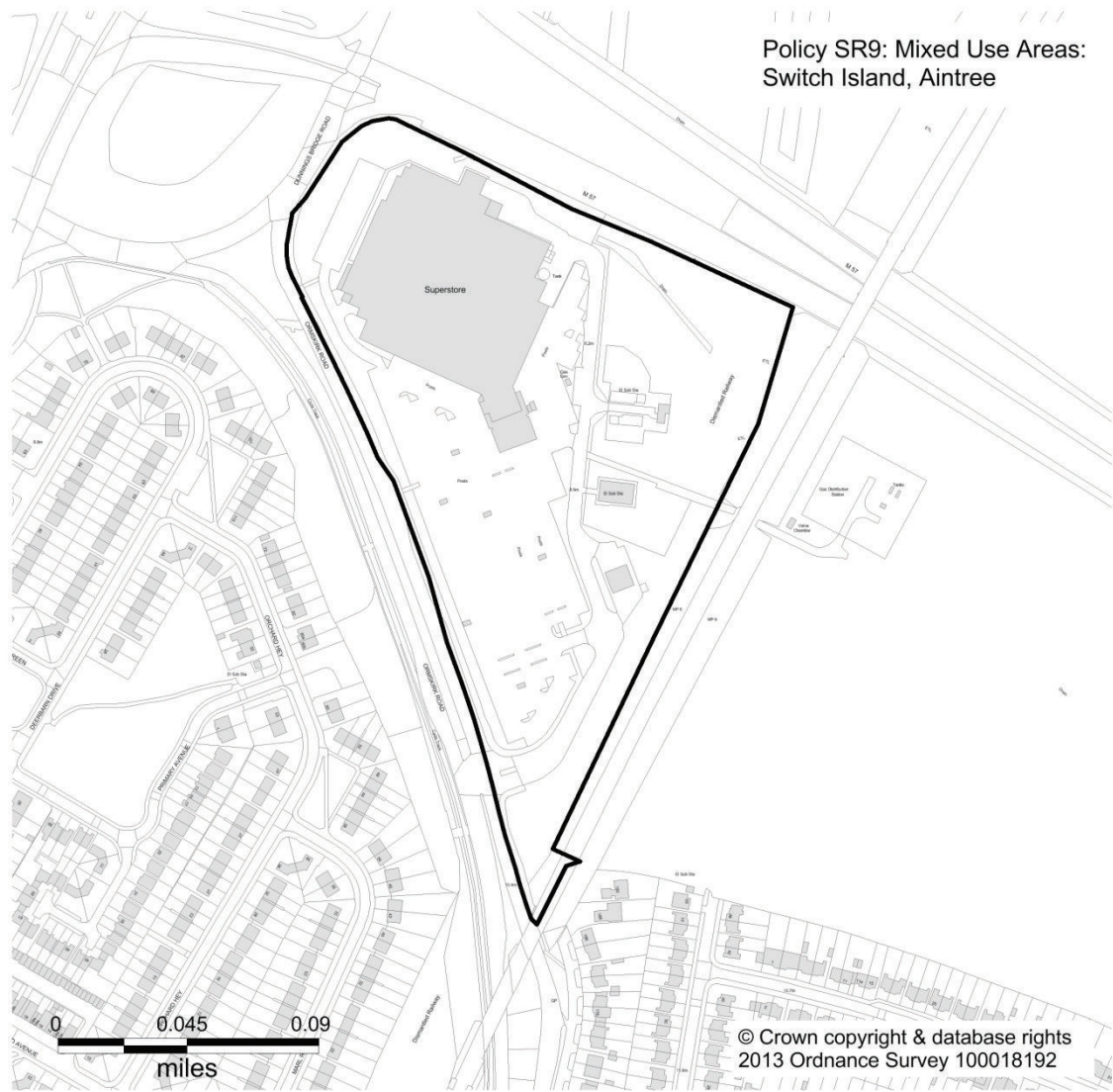
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Policy Title:	SR10 Transport
Policy Text:	<p>1. The Council's priorities for the transport network in Sefton during the plan period include:</p> <ul style="list-style-type: none"> • Completion of the A5758 Brooms Cross Road [i.e. Thornton to Switch Island Link] • Improved access to the Port of Liverpool by a range of transport types • Protection of the freight distribution network • 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] • Maintaining, improving and extending the walking and cycling network • Better connecting new and existing neighbourhoods with the public transport network • Safeguarding the rail link between Bootle New Strand and Aintree rail station [i.e. the Aintree Curve] <p>2. Transport Assessments will be required for:</p> <ul style="list-style-type: none"> • all major development, as set out in the table below; • proposals which are likely to have a significant harmful effect on road safety, access or road capacity; or • proposals which are likely to significantly increase pollution <p>3. Access onto the Primary Route Network will be restricted as follows:</p> <ul style="list-style-type: none"> • direct access onto the Highways Agency's motorways and strategic core trunk road network will not be permitted; • access onto the remainder of the Highways Agency's trunk road network, whether indirectly (by way of an existing access) or directly (via a newly built one) will be assessed against the development's impact on the trunk road network from 15 years of the occupation of the development. <p>Where development is permitted, contributions may be sought for any mitigation which is necessary to make sure the trunk road network runs safely and efficiently; and</p> <p>Direct access onto the remainder of the primary route network will only be permitted if it does not restrict the capacity of the road or its intended purpose. Any junction or capacity improvements shall be completed before the occupation of the relevant development.</p> <p>In all cases, direct access on to the primary route network will not be permitted where a reasonable alternative exists.</p>

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Explanation:	<p>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.</p> <p>The Thornton to Switch Island Link Road has recently been approved and construction is expected to commence in late 2013. Once completed it will become the A5758 Broom's Cross Road.</p> <p>The Port of Liverpool at Seaforth is planned to significantly increase its capacity and this will have implications for the amount of freight that comes and goes. A recent Port Access Study set out 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 increase road capacity to the port.</p> <p>A number of our proposed development sites are currently in the Green Belt. As such they do not currently have good access to the public transport network. Individual development briefs for sites will look at ways this can be improved. Transport improvements at the land East of Maghull are covered in Policy SRM10.</p>
Relevant Plan Objectives:	1. 2
Relevant Strategic Policy:	SR2 Sustainable Growth and Regeneration
Links to other policies:	PC1 Access and Facilities SR7 Infrastructure and Developer Contributions SRM1 Land East of Maghull PD1 Design
Policy Context:	Section 4 NPPF LTP3 Transport Modelling Option Testing [MottMacDonald , 2013]

Thresholds for Transport Assessments and Travel Plans

Land Use	Threshold
Food retail/ non-food retail/ cinema and conference facilities/ clad D2 including leisure	1000m ²
Class B1 including offices/ hospitals/ higher and further education	2500m ²
Stadia	1500 seats
Class B2 industry	5000m ²
Class B8 distribution and warehousing	10000m ²
Housing development	100 homes
Development proposals which impact on the primary route network	

Southport area

Southport is the one of the North West's main coastal resorts - its Seafront, recent growth in green tourism, and Lord Street shopping area are crucial to the economic success of the town. There has been significant investment in the town centre and Seafront in recent years, but both tourism (notably on the Marine Park site within the Seafront) and retail areas continue to need to be revitalised. Most people living in Southport work in the local area, and in addition to Southport Business Park at Kew there are also a number of industrial areas (such as the existing Crowland Street area) and informal employment areas on small sites at the backs of the houses. There is a need for further land in Southport or Formby to meet additional employment needs in the Plan period.

Policies relating to this sustainable economic growth and regeneration in Southport are set out below. These policies are:

- Strategic site: Crowland Street, Southport,
- Southport Central area,
- Southport Seafront,
- Southport Town Centre,
- Employment sites in Southport.

Policy ER5 'The Sefton Coast and development' [see chapter 9 'Protection and enhancement of environmental assets'] sets out the strategic policy framework for the Sefton Coast. This includes recognition of the tourism role of Southport Seafront, and the need to maintain the integrity of the internationally important coastal nature sites. Of the other environmental policies, policy CC2 'Flood risk and surface water management' is perhaps the most specific to Southport, which has areas at risk of tidal, river, surface-water and other flooding. A site at Kew is identified as a potential district heating zone, and Policy CC3 'Energy and carbon reduction' sets out more detail. Sites outside Sefton, north of Southport, are currently exploratory sites for shale gas extraction. Sefton's approach to mineral development is set out in policy ER3 'Minerals'.

Policy SR8 'Centres and Parades' sets out Sefton-wide policy, and is relevant to Southport town centre, the smaller Ainsdale, Birkdale and Churchtown centres, and out-of-town retailing. Policy SR10 'Transport' is also relevant to Southport, which is a cycle town

Sefton has one of the oldest populations in the North West and Southport has the highest percentage of elderly people in Sefton. This brings specific challenges for housing and health care. 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. The town comprises areas of both deprivation and relative wealth, with part of the central area containing some of the most deprived neighbourhoods in Sefton.

Proposed housing sites to be released from the Green Belt in the Southport area are located to the east of Southport and adjacent to Ainsdale and three areas of under-used Greenspace have also been allocated for housing – these are identified in Policy SR4 'Housing allocations and phasing'. There are a large number of smaller housing sites in the urban area identified in the Strategic Housing Land Availability Assessment (SHLAA).

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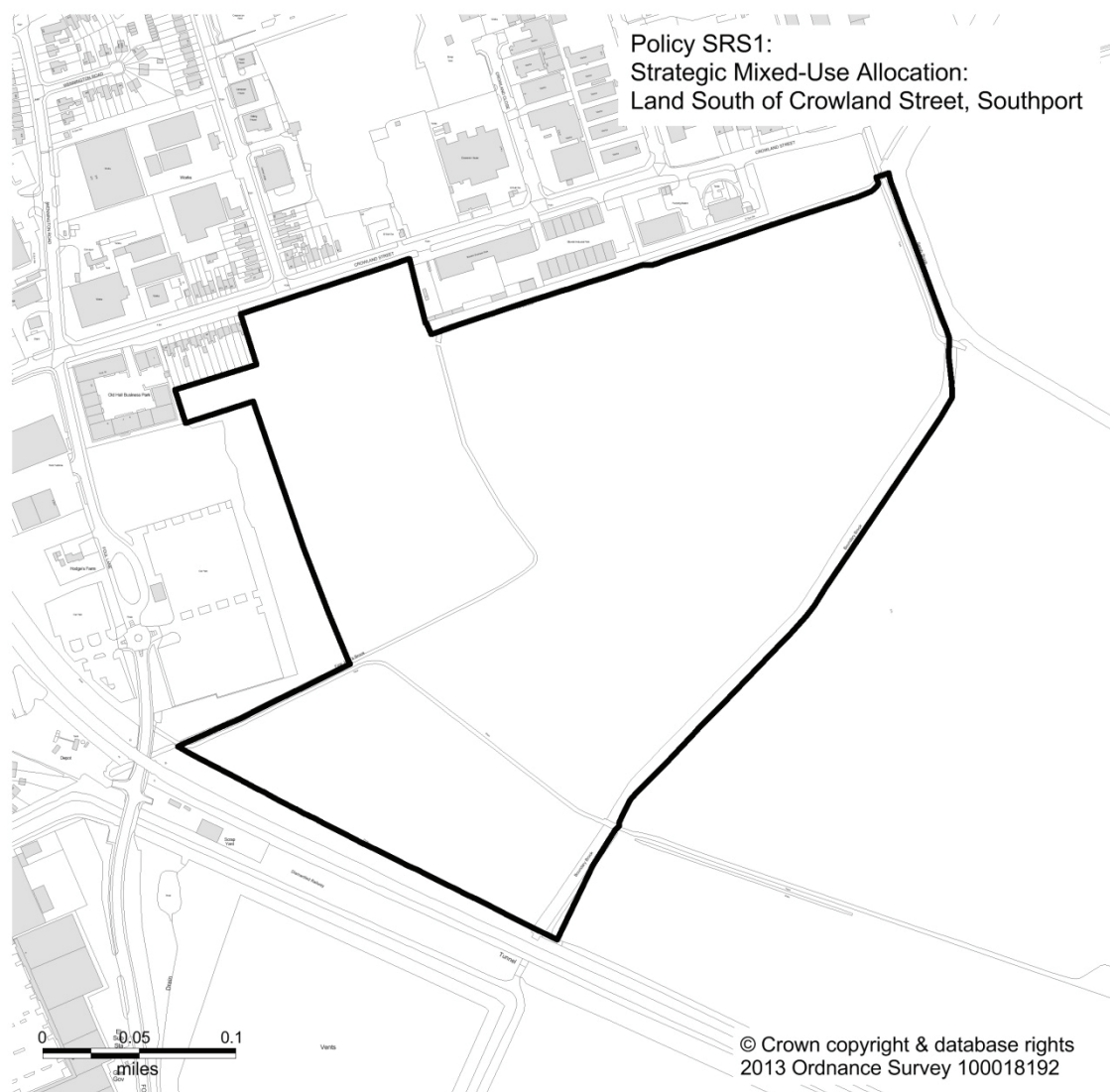
Policy Title:	SRS1 Strategic mixed use allocation: Crowland Street, Southport
Policy Text:	<ol style="list-style-type: none"> 1. Land at Crowland Street, Southport, as shown on the plan, is designated as a mixed development site, with approximately half the site being developed for housing to secure the development of the rest of the site for employment purposes. 2. The development of the site should adopt a master planning approach, in order to ensure the creation of an integrated, distinctive, well-designed, safe and secure residential neighbourhood and employment area incorporating high quality design standards. 3. Where new development is proposed for employment or other non-residential purposes adjacent to existing or proposed housing, the new development will need to demonstrate that it minimises impact on the residential areas including through the use of range of green infrastructure. 4. The development of this site will deliver the following benefits through the use of planning conditions, Section 106 and other legal agreements: <ol style="list-style-type: none"> 1. The submission of a detailed phasing and delivery programme will ensure the appropriate and timely provision of development and the supporting infrastructure; 2. The creation of improved accesses to and from Norwood Road and Meols Cop Road from Cobden Road and Butts Lane, and to and from Foul Lane and New Foul Lane onto Scarisbrick New Road, Southport Road and the Kew roundabouts; 3. Improvements to the area's connectivity with the wider highways network, including provision for walking, cycling and public transport; 4. Provision of a range of housing types and tenures to meet identified housing needs; 5. Provision of a serviced industrial estate to meet the general employment needs of the north of the Borough which are likely to emerge after 2020; 6. Appropriate surface-water management measures, design and enhancement of green infrastructure and landscape character in line with the provisions of policies CC2 'Flood risk and surface water management, PD1 'Design', ER4 'green infrastructure' and ER7 'Landscape character 7. The creation of a landscaped buffer adjacent to Sandy Brook and Boundary Brook and the creation of an attractive urban edge to improve green infrastructure on the edges and within the development site.
Alternatives Considered:	The area has been looked at as a potential employment site over the past 20+ years, but has not been viable solely as an employment site. This is because of a combination of poor ground conditions (peat), the need to improve the access to the area, and the fact that the site is not suitable for a high-quality Business Park, which is needed to be a successor to the Southport Business Park once that is fully developed. It was intended to be designated wholly for employment purposes in the Local Plan, but

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	<p>discussions with the owner's agents have confirmed this is currently not viable. They have suggested 40% of the site should be developed for high density housing to enable the provision of a smaller employment area. Without this, the site will not be developed.</p>
<p>Explanation:</p>	<p>This site has previously been considered as a possible employment area, but has been discarded as it has not been viable, primarily because the costs associated with abnormal ground conditions and the need for highways infrastructure and the provision of an improved electricity supply to Southport. To address the issues relating solely to this site, it is proposed to allocate the site for a mixed development with a limited amount of housing to cross-subsidise the delivery of the employment area. Development of this area also has the benefit of creating a softer and more attractive urban edge with the Green Belt and views from West Lancashire towards this part of Southport.</p> <p>As a result of continuing viability concerns, the precise area for housing and employment cannot be specified, although the Council expects about half the site to be developed for employment purposes following the completion of a substantial proportion of the proposed housing. The Master Plan will set out mechanism for which part of the site will be developed for housing and which for employment, and when the employment area will be provided. The employment area should be laid out with appropriate infrastructure provided (road layout and services) so that sites can be developed individually.</p> <p>Policy CC2 'Flood risk and surface water management' seeks to reduce surface water run-off rates and volumes on brownfield sites and not increase them on greenfield sites. This includes specific discharge rates and volumes to Sandy Brook and Boundary Brook.</p> <p>In achieving high design standards and provision and enhancement of green infrastructure (including trees) within the site, it is particularly important to create an attractive urban edge, in line with policy ER7 'Landscape character'.</p> <p>The development of the site will need to incorporate measures that reflect the Council's on-going commitment to reducing carbon emissions in Sefton, increasing the use of sustainable energy, and increasing energy efficiency in new buildings. These are set out in policy CC3 'Energy and Carbon reduction.'</p> <p>Access to the area is constrained, and improvements will be required to the surrounding road network as a result of development taking place.</p>
<p>Relevant Plan Objectives:</p>	<p>5. To meet the need for homes, jobs, services and facilities, as far as possible close to where the need arises.</p> <p>7. To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.</p> <p>8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>9. To make sure that new developments include the essential infrastructure, services and facilities that it requires.</p>

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	<p>10. To improve access to services, facilities and jobs without having to depend on the car.</p> <p>12. To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
Relevant Strategic Policy:	SR1 Sustainable Growth and Regeneration
Links to other policies:	<p>PC1 Access and facilities</p> <p>PD1 Design,</p> <p>CC2 Flood Risk and surface water management</p> <p>CC3 Energy and carbon reduction</p> <p>ER7 Landscape Character,</p>
Policy Context:	National Planning Policy Framework esp paragraphs 7 (all 3 bullet points); 8; 9; 17 (3 rd , 4 th , 5 th , 9 th and 11 th bullet points); 21 (2 nd and 5 th bullet points) etc.



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Policy Title:	SRS2 Southport Central Area
Policy Text:	<ol style="list-style-type: none"> 1. Within the Southport Central Area development proposals should be consistent with, and where possible make a positive contribution to, the economic function of the area and the quality of the environment. 2. On the Lord Street frontage, new development is expected to promote active frontages that support the vitality and viability of this key thoroughfare. 3. Proposals for new bars and entertainment uses will be acceptable in the area bounded by the Promenade, Kingsway, West Street, and Neville Street, subject to conforming to all other aspects of the Plan. Bars and entertainment uses may be acceptable in other parts of the Central Area where: <ol style="list-style-type: none"> a) There would be no unacceptable impact on residential amenity; and b) It can be demonstrated that the use would not result in a material increase in crime and anti-social activity; and c) If located on Lord Street or Chapel Street its appearance would not harm the appearance, vitality, and viability of the street frontages. 4. New retail and supporting development on Tulketh Street that improves the vitality and viability of the area are acceptable in principle. 5. Development proposals for new hotels and guest houses are acceptable in principle. 6. Development proposals for arts and cultural uses are acceptable in principle 7. The use of upper floors for residential development will be permitted where an acceptable residential environment can be achieved. 8. The expansion of Southport College is acceptable in principle.
Explanation :	<p>The Southport Central Area policy incorporates the wider town centre and seafront areas. There are separate policies for Southport Seafront and the town centre which set out the broad types of development which are acceptable in these areas, although these areas are also covered by this policy. Other Local Plan policies are also relevant, for example heritage policies in relation to the Lord Street Conservation Area and its Listed Buildings, and the Houses in Multiple Occupation policy.</p> <p>The requirement to retain active frontages on the Lord Street frontage is reflective of Lord Street's status as the main high street within Southport. It is intended to discourage uses that would present a 'dead frontage' during the day, which would detrimentally affect the vitality of Lord Street.</p> <p>The identification of the area bounded by the Promenade, Kingsway, West Street, and Neville Street, as an acceptable location for bars and nightclubs, has been carried forward from the previous UDP, and reflects the existing situation on the ground. This area already has a concentration of bars /</p>

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	<p>nightclubs and focussing these uses in this existing cluster allows for more convenient and effective policing, and for residential amenity in other parts of the town centre to be protected. Whilst proposals for new bars / nightclubs in other parts of the centre will be considered on their merits, such proposals will be subject to the provisions of this policy.</p> <p>Tulketh Street is highlighted in this policy as it is one of the few opportunities to accommodate major new retail floorspace (albeit this is unlikely to come forward in the short term). There are significant areas of vacant or underuse land and buildings along Tulketh Street that could be remodelled to provide modern retail and supporting floorspace.</p>
Relevant Plan Objectives:	<p>(1) To support urban regeneration and priorities for investment in Sefton.</p> <p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(11) To support Sefton's town and local centres so they are able to adapt to local and wider needs for shopping, leisure, culture and other services, which contribute to making centres more viable.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
Relevant Strategic Policy:	SR1 Sustainable Growth and Regeneration
Links to other policies:	<p>SRS3 Southport Seafront</p> <p>PD1 Design</p> <p>ER1 Environmental Assets</p> <p>ER2 Nature conservation and enhancement</p> <p>ER4 Green infrastructure</p> <p>ER5 The Sefton Coast and development</p> <p>ER6 Heritage Assets</p> <p>P1 People and Places</p>
Policy Context:	<ul style="list-style-type: none"> • NPPF • Tourism Strategy for Sefton • LCR Local Enterprise Partnership's (LEP's): <ul style="list-style-type: none"> ○ Business Plan 2012/13 ○ LCR Visitor Economy Plan to 2020 • Sefton Economic Strategy (2013) • Southport Investment Strategy

Policy SRS2:
Southport Central Area



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Policy Title:	SRS3 Southport Seafront
Policy Text:	<p>1. Proposals within the Southport Seafront area for the following uses will be permitted, subject to other Local Plan policies:</p> <ul style="list-style-type: none"> a) Leisure and recreational facilities; b) Hotels; c) Facilities for conferences, events and exhibitions <p>2. Development that would be detrimental to the character of the Seafront or its function as a regional visitor attraction, or the adjacent internationally important nature sites, will not be permitted.</p> <p><u>Marine Park site, Marine Drive</u></p> <p>3. The Marine Park site (16.4 ha of land) is allocated for major new leisure and tourism development. Redevelopment of this site must:</p> <ul style="list-style-type: none"> a) Reflect the regional leisure and tourism role of Southport; and b) Ensure that any associated non-tourism development is the minimum necessary in order to deliver the wider site for major tourism development; 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, and improving views across from the Promenade.
Alternatives Considered:	There is no realistic alternative to this policy. The Seafront is of strategic importance to Southport's economy and requires a policy to guide development in this area. Similarly, the Marine Drive site is a major development opportunity with the potential to enhance the tourism function of the Seafront area.
Explanation :	<p>The Seafront is of strategic importance to the tourism 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, recreation, hotel, conference and exhibition developments are suitable in this area, subject to other Local Plan policies.</p> <p>The visitor economy is one of the four key economic priorities recognised by the Local Enterprise Partnership for Liverpool City Region in its <i>Business Plan</i> and the <i>LCR Visitor Economy Strategy to 2020</i>.</p> <p>Within the Seafront Area, the Marine Park site is allocated for major tourism development. This site represents a significant opportunity to deliver high quality development of a scale that enhances Southport role as a regional tourism destination. Development of this site will be expected to meet each of the criteria set out in the policy in order to ensure that the highest quality of development is achieved on this prominent site.</p> <p>Marine Park is in Council ownership and will be developed in partnership</p>

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	<p>with a private sector developer. The site will be developed for tourism purposes as soon as circumstances allow.</p> <p>The Seafront area also contains some important heritage and environmental assets that will be protected from inappropriate development. Much of the Seafront is within the Promenade Conservation Area and the Pier is a Listed Building. Kings Gardens and South Marine Gardens are registered on the national list of Parks and Gardens of Special Historic Interest. The area contains also a number of important parks and open spaces, including Victoria Park.</p> <p>In addition, the Southport Seafront area is also adjacent to internationally important nature sites. 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.</p> <p>The northern and western shore of the Marine Lake, together with the Marine Lake itself is a Local Wildlife Site, and also contains priority habitats and species.</p>
<p>Relevant Plan Objectives:</p>	<p>(1) To support urban regeneration and priorities for investment in Sefton. (2) To protect and enhance Sefton’s important natural environment and where possible create new environmental assets which are well connected to existing assets. (3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place. (6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings. (12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth and Regeneration</p>
<p>Links to other policies:</p>	<p>SRS2 Southport Central Area SR6 Regeneration ER1 Environmental Assets ER2 Nature conservation and enhancement ER5 The Sefton Coast and development</p>
<p>Policy Context:</p>	<ul style="list-style-type: none"> • NPPF • Tourism Strategy for Sefton • LCR Local Enterprise Partnership’s (LEP’s): <ul style="list-style-type: none"> ○ Business Plan 2012/13 ○ SuperPort Action Plan 2011-2010 ○ LCR Visitor Economy Plan to 2020 • Sefton Economic Strategy (2013) • Southport Investment Strategy

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Policy SRS3:
Southport Seafront



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Policy Title:	SRS4 Employment Sites in Southport
Policy Text:	<p>In Southport, sites currently or last in office, general industrial, or warehouse and distribution usage, that are outside of identified Primarily Industrial Areas, should be retained in employment use except where one of the following circumstances can be demonstrated:</p> <ul style="list-style-type: none"> • The site is below 0.2 ha in size; or • The site has been vacant for at least 2 years; or • The proposal is for 100% affordable housing; or • A mixed use development is proposed that incorporates modern business premises; or • The site is occupied by a business that is relocating to an alternative premises within the local area; or • The proposal offers other benefits which would outweigh the loss of the business premises.
Alternatives Considered:	<ol style="list-style-type: none"> 1. Not having this policy 2. Extending to the whole borough
Explanation:	<p>Southport has a significant shortage of employment land. This position of undersupply has been confirmed by the Employment Land & Premises Study 2012 update. Compared to nearby towns of a comparable size, it has significantly fewer business parks and industrial estates.</p> <p>In addition, there are relatively few development sites available for employment purposes in Southport. With the exception of the Strategic Employment Locations at Southport Business Park and Crowland Street, there are no allocated sites above 1 hectare in size. In this context, the 'backland' employment sites which are located in Victorian areas of Southport are an important resource to local businesses.</p> <p>This policy seeks to retain the best quality sites in Southport for ongoing business use, to support local economic growth. It will apply only to those sites that are above 0.2 ha in size (the majority of sites are smaller than this).</p> <p>Where sites are above 0.2 ha in size, non-employment development must be justified against the criteria set out in the policy.</p>
Relevant Plan Objectives:	<p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses</p>
Relevant Strategic Policy:	SR1 Sustainable Growth and Regeneration P1 People and Places.

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Links to other policies:	PA1 Development in Primarily Residential Areas
Policy Context:	

Formby area

Formby (including Little Altcar) is largely a commuter settlement for the Liverpool City Region, although there are smaller industrial pockets including Stephenson Way, Formby. Also there are some other employment opportunities including in Formby centre, which is facing pressures common to most UK shopping areas. There is a need for further land in Southport or Formby to meet additional employment needs in the Plan period, and it is proposed that this need be met in the strategic site to be released from the Green Belt, as follows:

- Policy SRF1: Land north of Formby Industrial Estate.

Policy SR8 'Centres and Parades' sets out Sefton-wide policy, and so relates to Formby centre and out-of-town retailing.

People who live in, work in or visit Formby enjoy a high quality coastal environment. Although some areas are relatively more deprived and there is a considerable need for affordable housing, generally Formby is one of Sefton's more wealthy areas.

Proposed housing sites to be released from the Green Belt in the Formby area are located to the north and south of Formby and two areas of under-used Greenspace have also been allocated for housing: these are listed in Policy SR4 'Housing Allocations and Phasing'. A few smaller housing sites in the urban area are identified in the Strategic Housing Land Availability Assessment (SHLAA).

Sefton's only site for travellers is in Formby, at Green Lane, and Policy PC3 'Planning for Travellers' allocates an extension to this site as well as setting out the planning criteria for additional sites for travellers elsewhere.

Formby lies within the un-developed coast, where the dunes and associated coastal landforms provide a natural coastal defence, which is subject erosion. Of the environmental policies, those of greatest relevance to Formby include Policy ER2 'Nature conservation and enhancement', due to the internationally important coastal nature sites, and Policy ER5 'The Sefton Coast and development'. Policy CC2 'Flood risk and surface water management' is also relevant as parts of the Formby area are at risk of tidal, river, surface-water and other flooding.

The potential area of search for wind energy, near Ince Blundell, is also in the Formby area. Policy CC3 'Energy and carbon reduction' provides more detail.

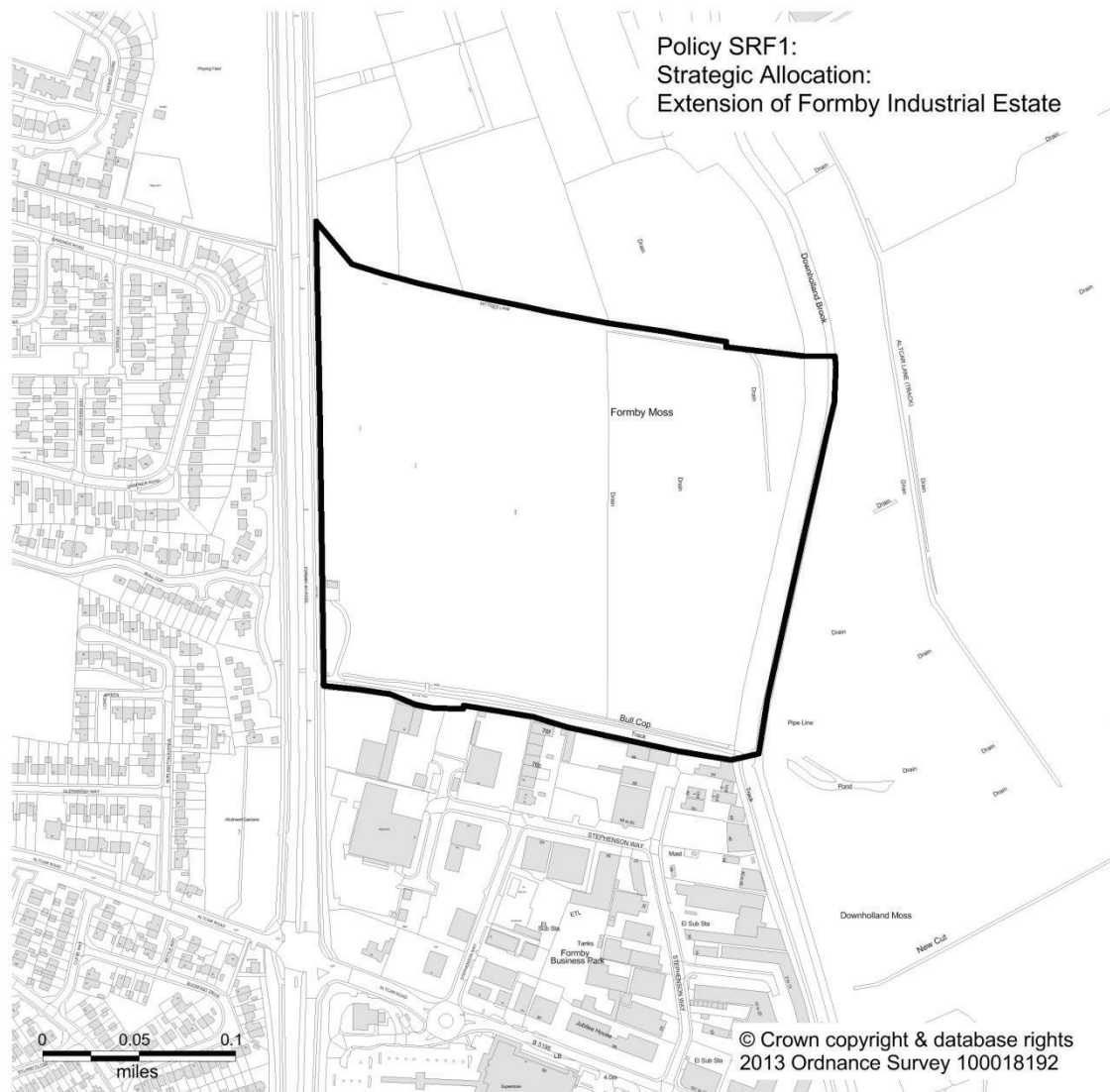
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Policy Title:	SRF1 Strategic allocation: Extension of Formby Industrial Estate
Policy Text:	<p>1. Land north of Formby Industrial Estate is allocated on the (as show on the plan) for a Business Park subject to the following requirements:</p> <ul style="list-style-type: none"> a) Development will be restricted to uses falling within Class B1 of the Use Classes Order 1987 (as amended); b) Provision of replacement habitat suitable for water voles and breeding birds in accordance with Policy ER2 'Nature conservation and enhancement'; c) Provision of a new signal-controlled access from the Formby Bypass (A565); d) Improvements to the area's connectivity with the wider highway network, including provision for walking, cycling and public transport; e) Appropriate surface-water management measures and design and enhancement of green infrastructure and landscape character in line with the provisions of policies CC2 'Flood risk and surface water management, PD1 'Design', ER4 'Green Infrastructure' and ER7 'Landscape character, including provision of a landscaped buffer adjacent to Downholland Brook.; f) The creation of well-designed, safe and secure employment area incorporating high quality design standards and that meets the requirements of Policies PD1 'Design' and CC3 'Energy and Carbon Reduction'. <p>2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements</p>
Alternatives Considered:	None – this is the only site in Sefton capable of meeting the identified need for a new Business Park in the north of Sefton. Although land is allocated at Crowland Street, Southport for employment purposes, this will not provide the same offer as it will be developed for uses which are not appropriately sited on a Business Park.
Explanation:	<p>This site has been identified as being the only site suitable and capable of meeting the need for a new Business Park in the north of Sefton, primarily to provide a successor to the Southport Business Park. It has excellent links to the strategic road network, which will be enhanced once Brooms Cross Road (the Thornton- Switch Island link road) is completed.</p> <p>There are a number of issues that will need to be addressed in any planning application for the development of this site. These include the need to make suitable provision for the loss of part of a designated Local Wildlife Site, in line with policy ER2 'Nature conservation and enhancement', and the need to create a safe access to the site, and the need to create an attractive urban edge between the site and the neighbouring Green Belt</p> <p>Policy FR 'Flood risk and surface water management' seeks to reduce surface water run-off rates and volumes on brownfield sites and not increase them on greenfield sites. This includes specific discharge rates and volumes to Downholland Brook.</p>

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	<p>In achieving high design standards and provision and enhancement of green infrastructure (including trees) within the site, it is particularly important to create an attractive urban edge, in line with policy ER7 'Landscape character'.</p> <p>The development of the site will need to be of high design quality, and to incorporate measures that reflects the Council's on-going commitment to reducing carbon emissions in Sefton, increasing the use of sustainable energy, and increasing energy efficiency in new buildings. These are set out in policy CC3 'Energy and Carbon reduction.'</p>
Relevant Plan Objectives:	<p>(1) To support urban regeneration and priorities for investment in Sefton.</p> <p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p> <p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the need arises.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(9) To make sure that new development includes the essential infrastructure, services and facilities that it requires.</p> <p>(10) To improve access to services, facilities and jobs without having to depend on the car.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
Relevant Strategic Policy:	SR1 Sustainable Growth and Regeneration
Links to other policies:	<p>SR5 Employment requirement and strategic employment locations</p> <p>SR10 Transport</p> <p>PC1 Access and facilities</p> <p>PD1 Design</p> <p>ER2 Nature conservation and enhancement</p> <p>ER7 Landscape Character</p> <p>CC2 Flood risk and surface-water management</p>
Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans	NPPF paragraphs 7-9, 11 - 17 3 rd bullet point, Section 1 'Building a strong, competitive economy'

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Crosby area

Crosby (including Waterloo, Blundellsands and Thornton) lies at the northern at the edge of the 'greater-Liverpool' metropolitan area, and is bounded to the west by the coast and to the north and east by a rural area which includes agricultural land, the Ince Blundell Hall and Crosby Hall estates, and historic villages such as like Lunt and Little Crosby. The larger village of Hightown is more modern, and has a large number of early 20th century buildings of the Arts and crafts tradition giving it a strong sense of place. To the south, Crosby borders Bootle and the Port. Crosby has a mixture of large Regency, Victorian and Edwardian housing. The coast helps define this part of Sefton.

There are relatively few employment areas in Crosby. However there are other employment opportunities, including in leisure and tourism in Crosby Coastal Park, smaller-scale offices, the cultural area around South Road, library and cinema, and in Crosby and Waterloo centres. Policy SR9 'Mixed-use areas' sets out the land use and development approach to the area next to Waterloo centre.

In recent years Crosby Coastal Park has seen significant tourism investment, including in Antony Gormley's Iron Men and the Watersports Centre and the formal parks and gardens. Policy ER5 'The Sefton Coast and development' sets out the strategic policy framework for the Sefton Coast. This includes recognition of the recreational role of Crosby Coastal Park, as well as the need to maintain the integrity of the internationally important coastal nature sites. There is scope for the Coastal Park to complement South Road and the mixed use area.

Crosby centre in particular has faced challenges in recent years. Policy SR8 'Centres and parades' offers broad support for retail redevelopment schemes which would make the centre more attractive and accessible, would be undertaken sensitively, are of a high quality of design, and would positively enhance the centre as a whole. Policy SR6 'Regeneration' is also relevant.

Policy SR10 'Transport' is important for the Crosby area. The Brooms Cross Road and other initiatives aim to improve air quality and the local environment, as well as giving easier access to the motorway network.

Crosby includes some relatively deprived areas as well as some that are amongst the least deprived nationally. Proposed housing sites to be released from the Green Belt in the Crosby area are located to the south-east of Hightown, to the north of Crosby and east of Thornton: these are listed in Policy SR4 'Housing Allocations and Phasing'. There are a few smaller housing sites in the urban area identified in the Strategic Housing Land Availability Assessment (SHLAA).

In addition to Policy ER5 [Sefton Coast], referred to above, the environmental policies of greatest relevance to Crosby are Policy ER2 'Nature conservation and enhancement', and Policy ER6 'Heritage'.

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Maghull area

Maghull (including Lydiate), a large town in the east of Sefton, is primarily a commuter settlement. There is one main, larger industrial area in Maghull, and Parkhaven Trust operates from two extensive sites within the settlement. Maghull has mainly grown throughout the second half of the twentieth century.

Maghull is surrounded by a large rural, mainly agricultural area, which contains some agricultural land of the highest quality. The area also includes Aintree, on the northern edge of the Liverpool conurbation, with its Racecourse, out of town retail park and other shops including Asda, and mixed use area with pockets of employment. Waddicar (Melling) is a residential village near the edge of the Kirby urban area (in Knowsley). Melling, Homer Green, Lunt and Sefton are smaller, historic, rural hamlets or villages. The Leeds and Liverpool Canal passes through Maghull, Melling, Aintree and the rural area and offers opportunities for recreation and tourism.

There is a strategic housing and employment site allocated east of Maghull – see Policy SRM1.

As well as housing and a business park, it is anticipated that development of this site will include provision of a new motorway spur to the M58 and a new rail station at Maghull North, as well as public open space. Policy T 'Transport' is therefore important.

Policy SR4 'Housing allocations and phasing' includes housing sites to be released from the Green Belt to the east of Maghull (including the 'prison' site), to the east of Aintree and to the north of Waddicar (Melling). There are also a few smaller housing sites in the urban area identified in the Strategic Housing Land Availability Assessment (SHLAA).

Maghull centre in particular has faced challenges in recent years. Policy SR8 'Centres and Parades' offers broad support for retail redevelopment schemes which would make the centre more attractive and accessible, would be undertaken sensitively, are of a high quality of design, and would positively enhance the centre as a whole. This policy also refers to Old Roan centre (Aintree), and provides guidance about further out-of-centre retailing.

Policy SR9 'Mixed-use areas' sets out the land use and development approach to the mixed use area in Aintree.

The environmental policies of greatest relevance to Maghull include Policy ER6 'Heritage' and Policy CC2 'Flood risk and surface water management. Parts of the area, especially Maghull, Aintree and the rural area around the River Alt are at risk of river, surface-water and other flooding.

<p>Policy Title:</p>	<p>SRM1 Strategic allocation - Land east of Maghull <i>[includes former prison site, subject to any planning application being received for this site]</i></p>
<p>Policy Text:</p>	<ol style="list-style-type: none"> 1. Land at Ashworth south (the former prison site) together with land bounded by the Liverpool – Ormskirk railway, School Lane, the M58 motorway and Poverty Lane, Maghull shown on the Proposals Map, will be brought forward in a phased manner as a comprehensive high quality urban extension containing: <ul style="list-style-type: none"> • a minimum of 45 hectares (gross) of housing (including the site of the proposed prison), including a mix of market and affordable housing • at least 25 hectares (gross) of serviced employment land, • a local centre or other provision of an appropriate scale and type to serve the new development, and • approximately 20.5 hectares (gross) of strategic greenspace, including open space, woodland, walking and cycling routes, flood mitigation, wildlife space and a landscaped buffer to the Liverpool – Ormskirk railway and the M58 motorway. 2. The development of the site should adopt a master planning approach, in order to ensure the creation of an integrated, distinctive, well-designed, safe and secure residential neighbourhood and employment area incorporating high quality design standards. 3. Where new development is proposed for employment or other non-residential purposes adjacent or in close proximity to existing or proposed housing, the new development will need to demonstrate that it minimises impact on the residential areas. 4. The development of this area will deliver the following benefits through the use of planning conditions, Section 106 and other legal agreements: <ul style="list-style-type: none"> • a phased development linked to the provision of appropriate new facilities and other infrastructure; • the provision of a new Maghull North station and associated park and ride facility on land to the north of School Lane; • the provision of the southbound on slip and northbound off slip at Junction 1 of the M58 motorway; • the provision of a serviced business park to meet the longer term employment needs of the south of the Borough; • the creation of integrated, distinctive and well-designed, safe and secure neighbourhoods which meets the needs of the whole community; • the provision of a range of housing types and tenures to meet identified housing needs; • that new buildings are sustainable, such as by including flexibility so that they are adaptable to change and where possible provide buildings and spaces that could have alternative uses in future, and that are adaptable to climate change and the various technologies associated with delivering renewable energy; • the creation of a new neighbourhood park, including

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	<p>children’s play facilities, habitat creation and sustainable surface water drainage as appropriate, sited along Whinney Brook to serve the development and a buffer zone to the M58 motorway;</p> <ul style="list-style-type: none"> • appropriate surface-water management measures, design and enhancement of green infrastructure and landscape character in line with the provisions of policies CC2 ‘Flood risk and surface water management, PD1 ‘Design’, ER4 ‘green infrastructure’ and ER7 ‘Landscape character’; • good accessibility for bus and train services and direct pedestrian and cycle links between the housing and proposed Business park and the facilities that serve them; and • appropriate developer contributions towards the cost of social infrastructure required to serve the local community, including local shops, services and community facilities that may be required, including the extension of the Summerhill primary school.
<p>Alternatives Considered:</p>	<p>None – development needs to take place in the Green Belt if the Council is to meet its identified needs. This is the only opportunity to identify an area as a sustainable urban extension which is capable of delivering a serviced Business Park to meet identified needs as well as a large number of houses in the area. It will also deliver other benefits, including the provision of the Maghull north station and associated park and ride facility and providing the ‘missing’ slip roads to and from the M58 motorway. It is a well-contained site with well-thought-out design that will not lead to ‘urban sprawl’ but is also more detached from the urban area than other sites as it is separated from the main residential area by the Liverpool – Ormskirk railway, so will have a lesser impact on nearby residents compared to other sites in the Maghull area.</p>
<p>Explanation:</p>	<p>The redevelopment of approximately 13 hectares of previously developed land in the Green Belt (the former prison site) as part of a planned urban extension - remove if planning application submitted prior to Preferred Option approved.</p> <p>The creation of well-designed, safe and secure neighbourhood incorporating high quality design standards and meet the requirements of the ‘sustainable use of resources’ and ‘energy and low carbon’ policies. The Explanation needs to refer to scope for Lifetime Homes, Code for Sustainable Development or equivalent, district heating</p> <p>The site is the only site in south Sefton capable of delivering a serviced business park of about 25 hectares. This will be provided as part of the development, so that it is laid out and all appropriate services provided so that it is ready for individual plots to be developed from about 2020.</p> <p>The ‘missing slip roads’ at Junction 1 of the M58 motorway are expected to be included in a priority list of Merseyside transport infrastructure for 2014-19, and funding will be allocated to local areas by the Department of Transport to implement their priorities. These are required before the Business Park is occupied.</p> <p>The creation of a new neighbourhood park is in line with part of policy</p>

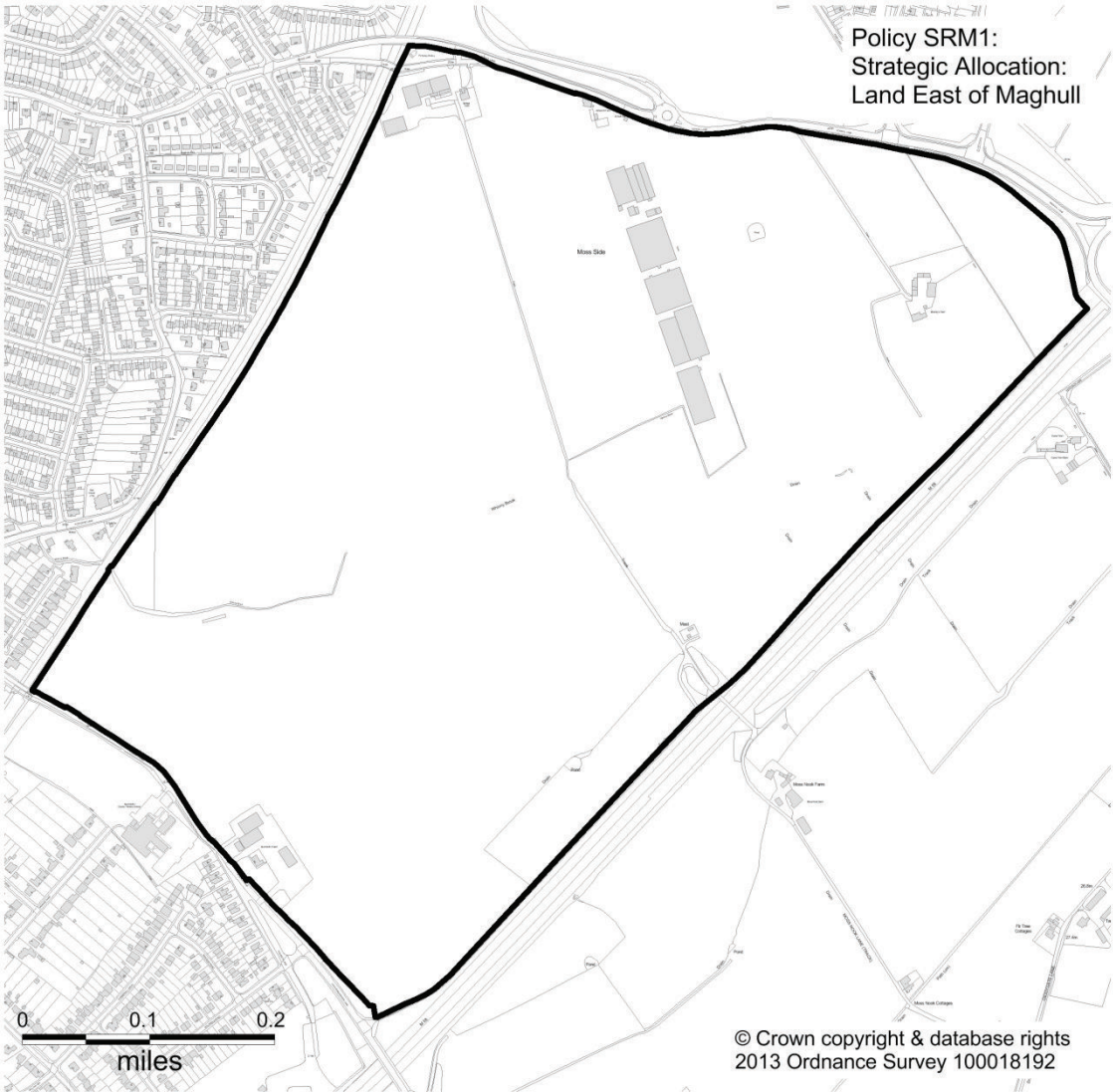
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	<p>ER4 'Green infrastructure' - its tree planting provisions and relevant provisions of policy ER2 'Nature Conservation and enhancement' also apply. The facilities offered by a neighbourhood park are included in the Council's Parks and Green Spaces Asset Management Strategy', and here should include formal children's play facilities.</p> <p>The park should also incorporate sustainable drainage systems and flood storage areas as appropriate, as it should be located along Whinney Brook in the area at greatest risk of river flooding and at risk of surface water flooding. Policy CC2 'Flood risk and surface water management' seeks not to increase surface water run-off rates and volumes on greenfield sites, and here this includes specific discharge rates and volumes to Whinney Brook.</p> <p>Opportunities to enhance or create habitats including wetland habitats should be taken.</p> <p>In achieving high design standards and provision and enhancement of green infrastructure (including trees) within the site, it is particularly important to create an attractive urban edge, in line with policy ER7 'Landscape character'.</p> <p>The development of the site will need to incorporate measures that reflect the Council's on-going commitment to reducing carbon emissions in Sefton, increasing the use of sustainable energy, and increasing energy efficiency in new buildings. These are set out in policy CC3 'Energy and Carbon reduction'. The development should also meet the requirements of policy CC4 'Making the best use of resources.'</p>
<p>Relevant Plan Objectives:</p>	<p>(1) To support urban regeneration and priorities for investment in Sefton.</p> <p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p> <p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(7) To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.</p> <p>(8) To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>(9) To make sure that new developments include the essential infrastructure, services and facilities that it requires.</p> <p>(10) Improve access to services, facilities and jobs without having to depend on the car.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable growth and regeneration</p>
<p>Links to other policies:</p>	<p>PC2 Affordable housing PD1 Design PH1 Health and well-being SR7 Infrastructure and developer contributions</p>

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	ER2 Nature conservation and enhancement ER4 Green infrastructure, CC2 Flood risk and surface water management, CC3 Energy and carbon reduction CC4 Making the best use of resources
Policy Context:	National Planning Policy Framework paragraphs 151, 156, 157, 173, 175 + 177

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Bootle and Netherton area

The Bootle area is an urban area sharing a boundary with north Liverpool, and includes Netherton, Litherland and Seaforth (including the Port). Bootle 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 Council-housing built at the edges of the urban area such as at Netherton.

A significant part of the operational Port of Liverpool is in south Sefton, including the Seaforth container terminal and the Freeport. The Port is the single biggest economic resource in Sefton, and is also important for the City Region. The Port of Liverpool has ambitious plans for further expansion including the new deep river berth for 'post-Panamax' vessels. The Port is a strategic site, to which Policy SRB1 'The Port and Maritime Zone' applies.

Policy ER5 'The Sefton Coast and development' sets out the strategic policy framework for the Sefton Coast. This includes recognition of the economic role of the Port, as well as the need to maintain the integrity of the internationally important coastal nature sites. The major opportunity to expand the Port, with its potential to create local jobs, must be carefully balanced with protecting the natural environment and local communities, such as Seaforth, which are likely to be most directly affected.

Other strategic employment sites in Bootle include the post-war industrial and commercial developments centres on Dunningbridge Road (see Policy SR5 'Employment requirement and strategic employment locations'). The area has a number of smaller industrial pockets, and other sources of employment in Bootle office quarter and Bootle town centre. There is also a smaller shopping centre at Netherton - Policy SR8 'Centres and Parades' is relevant.

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. However this land also presents opportunities - for housing and commercial development to bring new life to a part of the borough which has a strong sense of community. Parts of south Sefton and the adjoining area of north Liverpool have been identified as priorities for regeneration, and both Councils have agreed to a strategic framework to help bring this about. Seaforth centre has also faced challenges in recent years.

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 former, vacant, industrial sites and rebuilding of new homes. There is a need for further investment to make sure that this area continues to improve, although government funding for this initiative has come to an end. The Council has resolved to channel 'New Homes Bonus' funding towards this area.

Policy SR6 'Regeneration' provides a policy framework to promote regeneration in various parts of this area.

Policy SR9 'Mixed use areas' sets out the land use and development framework for a number of areas where a more flexible approach to uses is appropriate.

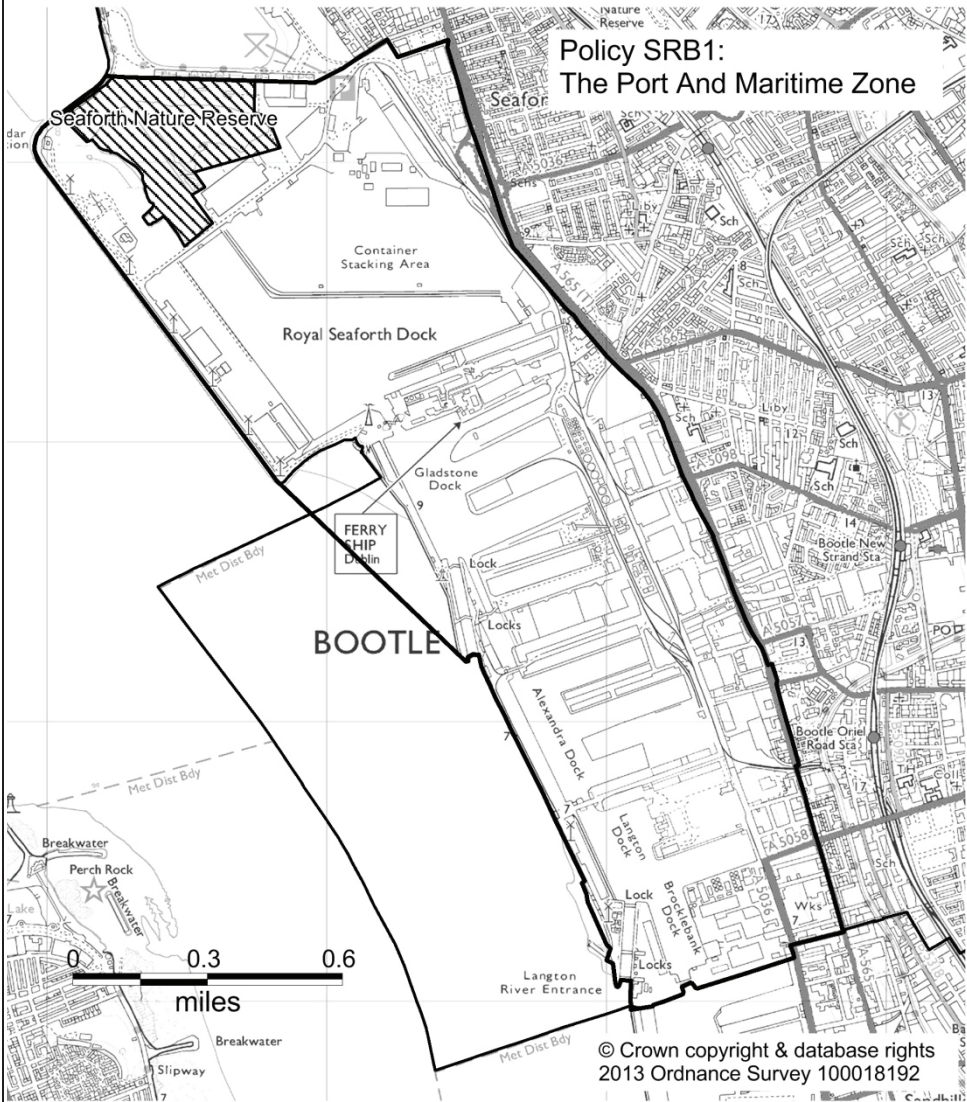
Policy SR4 'Housing allocations and phasing' includes some sites within Bootle, and there are a large number of smaller housing sites in the urban area identified in the Strategic

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Housing Land Availability Assessment (SHLAA). There are no proposed housing sites to be released from the Green Belt in the Bootle area as there is almost no Green Belt.

The environmental policies of greatest relevance to Bootle include policy CC3 'Energy and carbon reduction' and Policy CC4 'Making the best use of resources'. Parts of Bootle are at risk of surface-water and other flooding, so Policy CC2 'Flood risk and surface water management' is also important.

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<p>Policy Title:</p>	<p>SRB1 The Port and Maritime Zone</p>  <p>The map displays the geographical layout of the port area. Key features include the Seaforth Nature Reserve (hatched area), the Royal Seaforth Dock, Gladstone Dock, and the A565 road. The word 'BOOTLE' is prominently displayed in the center. A scale bar indicates distances up to 0.6 miles. The map is credited to Ordnance Survey 2013.</p>
<p>Context</p>	<p>The growth of the Port of Liverpool 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.</p> <p>Peel Ports has consulted on a draft Mersey Ports Master Plan which sets out their future development intentions. This includes an eastward expansion to the A565 in Bootle and Liverpool, which will require the relocation of a number of existing businesses, and development on the Seaforth nature reserve. As the latter is an internationally protected nature conservation site, 'appropriate assessment' under the Habitat Regulations will be required to agree what mitigation is needed before this area can be developed.</p> <p>The Port expansion will create significant numbers of job opportunities 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</p>

	<p>and out of the Port.</p> <p>For the Port to be successful, it needs to have good transport access, enabling the efficient and timely movement of large quantities of freight by rail, road and water. The Liverpool City Region authorities are working with the private sector and Government agencies to identify improvements to access by rail, road and water to the Port and enable the Port to expand.</p> <p>In the long term (after 2020), a major new road improvement will be needed to meet the forecast demand for road access to the Port.</p> <p>As well as the significant economic benefits and opportunities provided by the Port, there are potential negative environmental impacts on local communities. The Liverpool City Region authorities are working with the port company and the local communities to ensure that these impacts are mitigated and managed in order to minimise this impact.</p>
<p>Policy Text:</p>	<ol style="list-style-type: none"> 1. Significant development and re-structuring will be permitted in Port and Maritime Zone (as shown on the Policy Map) including: <ol style="list-style-type: none"> a) the provision of a deep-water berth; b) the expansion of the operational port area to the A565 (Derby Road, Rimrose Road and Crosby Road South); c) the expansion of the operational port area onto the Seaforth Nature Reserve. 2. Development of the Seaforth Nature Reserve will only be permitted provided that: <ol style="list-style-type: none"> a) it is demonstrated both that there are no alternative solutions to this expansion into a site of international nature conservation importance and that there are imperative reasons of overriding public interest; and b) the provision of appropriate compensatory habitat provision and necessary additional mitigation in accordance with Policy ER2 'Nature conservation and enhancement'. 3. Development within the Port and Maritime Zone will be permitted provided that the following criteria are met: <ol style="list-style-type: none"> a) The development is a port-related activity and does not prevent the comprehensive redevelopment of the area for such purposes; b) Development meets the requirements of the Design policy and integrates the new development into the natural, built and historic environment; c) Development adjacent to the A565 and the entrances to the Port should make a positive contribution to the urban landscape; d) The development is designed to encourage walking and cycling both within, to and from the site; e) The development includes a standard boundary treatment in order to introduce a coherent style to the area; and f) Local mitigation measures are included that ensure that there are no additional harmful impacts as a result of noise, dust, smells or other forms of pollution on the amenity of other occupiers within the area and on adjacent communities in accordance with the requirements of Policy PEP1 'Pollution and Hazards'. 4. Improvements to the port access by road and/ or rail will be required to

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	<p>support the expansion of the Port, as set out in Policy SR10 'Transport'. This may require a new road and /or substantial improvements to the surrounding highway network beyond the Port area. The Council will ensure that this is designed so that it has the minimal environmental impact and that all appropriate mitigation measures are included.</p> <p>5. Planning conditions and / or legal agreements will be used to ensure appropriate mitigation, infrastructure and community facilities are secured.</p>
<p>Alternatives Considered:</p>	<p>The alternative of only allowing the Port to expand within its permitted development rights, including the construction of the deep-water berth (which is outside the scope of the Council's development management control) has been considered but rejected because the larger area will allow the Port to function more effectively resulting from planned expansion which is partly outside the Council's control.</p> <p>The Port is identified as a major regional economic asset and driver in the former Regional Spatial Strategy (2008), the Liverpool City Region Local Economic Partnership Business Plan 2012/13, the SuperPort Action Plan 2011-2020, and Sefton's Economic Strategy (2013). Despite the substantial environmental mitigation which will be required, not allowing the Port to expand would be contrary to the aims of sustainable development and economic growth for Sefton and the Liverpool City Region.</p> <p>The area between the operational Port and the A565 was included in the Port and Maritime Zone in the adopted UDP, although Seaforth Nature Reserve was not. It is now proposed to include this in the operational area provided that adequate mitigation can be provided before this area is developed.</p> <p>The owners of the Port (Peel Ports) intend to proceed with development within and adjacent to their operational area in line with the draft Mersey Ports Master Plan. There is an outstanding need to address the adverse environmental impacts which affect adjacent residential areas in order to improve air quality, noise and dust and as a result of development and to resolve issues relating to access to the Port.</p>
<p>Explanation :</p>	<p>The Local Plan, and the Council through the development management process, has only a limited ability to shape future development within the operational port area because of the Port's wide range of permitted development rights under the General Permitted Development Order 1995 (as amended). Such development may have a harmful impact on the surrounding area, visually, and in terms of disturbance, amenity or pollution and any issues arising would be addressed by other legislation e.g. relating to public health.</p> <p>The Port has proposed, in the <u>Mersey Ports Master Plan</u>, a 20-year strategy for growth for the Port of Liverpool and The Manchester Ship Canal, that following areas should be developed as part of the operational Port:</p> <ul style="list-style-type: none"> • the Seaforth River Terminal (Area L2 "in the Port Master Plan Liverpool 2"); • land between the current port boundary and the A565 (part of the L5 area which also extends beyond the Borough boundary into Liverpool); • the Seaforth Nature reserve (Area L1) "Seaforth Area B".

Port permitted development rights

Class B, Part 17 of the General Permitted Development Order 1997 (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.

The River Terminal was consented under a Harbour Revision Order in 2007 and will result in a doubling of the Port's container handling capacity. There are a number of legal agreements in place relating to the mitigation of impacts arising from this development.

The master plan also identifies an area between Regent Road and Derby Road where expansion of the Port operational area could occur. Part of the identified area is in Liverpool. Existing businesses in this area may need to relocate to allow port expansion, and has been taken into account in the Council's Employment Land and Premises Study. The Council's preferred approach to this area is for the area to be comprehensively redeveloped for port-related uses. The Council will work with the Liverpool Local Economic Partnership (LEP), the Port of Liverpool, Liverpool City Council and Liverpool Vision to promote redevelopment and attract investors and new occupiers.

The third area for identified for expansion is the Seaforth Nature Reserve. The Nature Reserve is a proposed Ramsar Site and potential 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 etc 1994 (as amended) the Council

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has a duty to protect the integrity of sites of international nature importance. The master plan confirms that a number of tests need to be satisfied, including demonstrating that there is no alternative solution, that the development is needed for imperative reasons of overriding public interest ('IROPI') and that appropriate compensatory habitat provision, and if necessary additional mitigation, will be provided before development begins.

The expansion of the Port of Liverpool is recognised by the Council, the Liverpool LEP and the Atlantic Gateway as a key opportunity to stimulate growth in the region. The Superport is one of the LEP's four priorities. Businesses are placing significant emphasis on moving people and freight both at the lowest possible cost and at the lowest possible carbon output. Businesses are placing significant emphasis on moving people and freight both at the lowest possible cost and at the lowest possible carbon output. Taking advantage of its central location in the UK, and situated in the largest economic region in the UK outside of London, the Port is ideally located to take advantage of these trends.

The success or otherwise of a port is inextricably linked to the ability to move freight in and out in a congestion free and efficient manner. Port access routes are of paramount importance. The current access to the Port is constrained and will need to be improved during the plan period. Freight is transported by rail, road and sea. Dunnings Bridge Road (the A5036) currently carries approximately 70% of the Port's overall external road traffic. This road experiences repeated congestion especially during peak periods. The anticipated growth of the Port will undoubtedly exacerbate this. This has been recognised in the City Region deal between the Government and the six Merseyside Local Authorities (including Halton) which includes a commitment to address port access issues. The Council is therefore working with the Port, the LEP and the Highways Authority to resolve this and other transport-related issues.

The Atlantic Gateway's Business Plan highlights the need for environmental improvements to improve the environment of the area surrounding the Port, which reflects the Council's priorities for continuing the regeneration of the south Sefton area, and particularly those neighbourhoods adjacent to the Port. For development that is not covered by the Port's permitted development rights, the Council will use planning conditions to limit the effects of noise, dust, smells or other forms of pollution on the amenity of other occupiers within the area and on adjacent communities and to secure the regeneration of the wider area.

Another major area of concern is the visual impact of new buildings on the periphery of the Port. Where these require planning permission, the Council will ensure that appropriate landscaping and/or screening are used to minimise the impact of the development, within or adjacent to the operational Port, as appropriate.

The Port has already created a community environmental fund (CEF) to compensate for the impact of current development proposals including the deep-water berth and river dredging. Additional mitigation, which could include the creation of a new fund for off-site environmental improvements that will be targeted specifically at improving the environment of the adjoining residential areas in Sefton, will be required for further development requiring planning permission. This will be used to help regenerate central Seaforth

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	and the residential areas located to the east of the A565.
Relevant Plan Objectives:	<p>(1) To support urban regeneration and priorities for investment in Sefton</p> <p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint.</p> <p>(8) To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p> <p>(13) To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.</p> <p>(14) To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.</p>
Relevant Strategic Policy:	<p>SR1 Sustainable Growth and Regeneration</p> <p>ER1 Environmental Assets</p>
Links to other policies:	<p>SR5 Employment Requirement and Strategic Employment Locations</p> <p>SR10 Transport</p> <p>PD1 Design Policy</p> <p>ER2 Nature Conservation and Enhancement</p> <p>ER5 The Sefton Coast and development</p>
Policy Context:	<ul style="list-style-type: none"> • NPPF, especially paragraphs 9, 20 and 21 • LCR Local Economic Partnership Business Plan 2012/13 • LCR LEP's SuperPort Action Plan 2011-2020, • Sefton Economic Strategy (2013)

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Section C – Environment and resources

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Chapter 9.

Protection and enhancement of environmental assets

Strategic Policy ER1: '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 help achieve this.
2. A hierarchical approach will be taken to the protection and enhancement of Sefton's environmental assets, according to their designation and significance , including:

Natural Environment

- a) Sites of international nature importance;
- b) Sites of national nature importance;
- c) Sites of local nature and geological importance;
- d) Water resources including the dune aquifer;
- e) Land resources including soil and best and most versatile agricultural land
- f) Green infrastructure networks including trees, open water, public open space and green routes, adopted sustainable drainage systems, and Strategic Nature Opportunity Areas and Nature Improvement Areas ,
- g) The role of the open, undeveloped coast in forming a natural sea defence;

Built Heritage

- h) National designations, including:
 - Listed Buildings;
 - Registered Parks & Gardens;
- i) Local designations, including:
 - Conservation Areas;
 - Archaeological sites;
 - Locally important heritage assets;

Landscape Character

- j) Rural landscape character including historic landscape character.

3. Where appropriate, development should:
 - Protect Sefton's natural environment, sites and networks, and rural landscape character,
 - Enhance Sefton's natural environment, sites and networks, and rural landscape character,
 - Restore or extend natural habitats, other landscape features and green infrastructure,
 - Create new habitats and green infrastructure, and
 - Secure their long-term management.

Priority should be given to improving the quality, linkages and number of environmental benefits of ecological and green infrastructure sites and networks, including Strategic Nature Opportunity Areas and Nature Improvement Areas.

Mitigation, replacement and / or compensation relating to these natural environmental assets and rural landscape character will be required where appropriate, to make sure that environmental assets are protected and retained. Where it has been demonstrated that

protection or / retention cannot be achieved, appropriate compensatory measures or provision will be required.

4. Where appropriate, development should protect, enhance and promote enjoyment of Sefton's heritage assets, and secure their long-term management .

Explanation

Section 1 recognises that Sefton has an outstanding environment which helps to make it distinctive, and which is valued by local residents and visitors alike. This should be retained and enhanced. Opportunities to achieve this will come through development proposals, and other initiatives by the Council, its partners and other organisations which are likely to be funded partly from European, government, Lottery or other funding schemes. Past (and on-going) successful initiatives include urban trees and other woodland planting by The Mersey Forest.

The Sefton Coast is of international importance for nature, and important locally and across the Liverpool City Region as green infrastructure; important for recreation, tourism and the economy (including the Port) and as a natural sea defence. Sefton's flat landscapes and the characteristics of its rural area also help define Sefton as a unique place to live. Other key natural features and green infrastructure include rivers, wetlands, grasslands and woodlands, recreational green spaces and public open spaces and trees especially in urban areas. Locally distinctive and important elements of Sefton's built heritage include the 'Classic Resort' of Southport focussed on Lord Street and the Seafront parks and gardens, the historic centres of settlements or villages such as Churchtown, Little Crosby, Waterloo, and more recent developments for example in the Housing Market Renewal Area in south Sefton .

In section 2 of the policy, the hierarchical approach to protecting and enhancing Sefton's environmental assets is based on the level of any statutory or local designation and the legal requirements which relate to them; and the significance of particular attributes. This includes their local or wider importance. In many cases there is national, regional or local guidance which helps to determining the importance of particular attributes; such as key habitats or species for a nature site, or key features of a Listed Building or Conservation Area . The list of assets is in hierarchical or priority order.

The hierarchical approach for nature and geological sites is based on the level of any statutory or local designations and the legal requirements which relate to these. For example, the internationally designated nature sites on the Sefton Coast have rigorous policy and legal protection, and should only be developed where there are no alternative solutions, there are imperative reasons of overriding public interest and where there has been appropriate mitigation or compensatory provision. For nature sites with local designations development may be permitted where the benefits of the development clearly outweigh the impact on the nature conservation value of the site.

Section 3 of this policy, together with the following more detailed policies, set out the approach to natural environmental assets in more detail. This includes the approach to Sefton's green infrastructure network, to Nature Improvement areas, shown on the Proposals Map, which lie within the Strategic Nature opportunity Areas set out in the Liverpool City Region Ecological Framework:

Nature and geology and green infrastructure

- Policy ER2 'Nature conservation and enhancement and geology'
- Policy ER4 'The Sefton Coast and development'
- Policy ER4 'Green infrastructure'

And, to a lesser extent:

- Policy CC2 ' Flood risk and surface water management'

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Section 4 of this policy sets out the approach to heritage assets. In assessing the significance of heritage assets in terms of the hierarchical approach, their particular attributes and local importance (rather than their level of designation) may be more or as important. In principle national designations and their associated legal requirements such as Listed Buildings, Registered Historic Parks and Gardens and Scheduled Ancient Monuments may be more important than, for example Conservation Areas, which are designated locally.

However, particular attributes of a Conservation Area may be as important locally as the attributes of a particular Listed Building within it, for example. For archaeological sites, local or wider importance may be the most significant factor. For example the traces of the Mesolithic village found in the Lunt area in 2011/2012 may have wider importance.

Compared to nature sites and habitats, for example, it may be more difficult to provide mitigation, compensatory or replacement provision for the harm to an asset or particular attribute.

The following policies set out the approach to heritage assets in more detail:

Heritage

- Policy ER6 'Heritage assets'

The significance of many of the other environmental assets listed is reflected mainly by their local or wider importance. This includes green infrastructure, water and land resources, landscape character and the ability of the open, undeveloped coast to form natural sea defences. The following policies set out the approach to these environmental assets:

Water resources including the dune aquifer:

- Policy ER5 'The Sefton Coast and development'
- Policy CC2 'Flood risk and surface water management'
- Policy PD1 'Design'
- Policy CC4 'Making the best use of resources'

Land resources including soil and best and most versatile agricultural land

Minerals are a finite land resource and can generally only be worked where they are found. Sefton has only limited known minerals resources and related infrastructure such as the Port. It 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 extraction and the National Planning Policy Framework is clear that mineral planning authorities, such as Sefton, should include policies for the extraction of mineral resources. The policy approach is set out in the 'Minerals' policy. The Framework sets the policy for other land resources in Sefton.

- Policy ER3 'Minerals'
- For other policy areas the policy approach is set out in the National Planning Policy Framework

The role of the open, undeveloped coast in forming a natural sea defence

- Policy ER5 'The Sefton Coast and development'.

Landscape Character

- Policy ER7 'Landscape Character'

Policy Title:	ER2 Nature conservation and enhancement
Policy Text:	<p><u>Protection / conservation</u></p> <p>1. Development which affects sites of acknowledged nature conservation importance, or geological importance, will only be permitted where there are no adverse impacts (harm) according to the hierarchical approach set out below. Where it has been demonstrated that protection or retention cannot be achieved, appropriate mitigation, replacement or other compensatory measures will be required. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.</p> <p>Development proposals which affect sites of acknowledged nature conservation importance must be supported by an Ecological Appraisal.</p> <p>Plan policies apply to other sites recognised during the Plan period as being of acknowledged nature conservation importance.</p> <p><i>International sites</i></p> <p>a) Development which may harm internationally important nature sites will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest, and where appropriate provision for mitigation or compensation measures is made, as set out in section 2 below. Such mitigation or compensation must be made before development commences.</p> <p>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.</p> <p>In Sefton the sites of international nature importance are:</p> <ul style="list-style-type: none"> • Designated and proposed Ramsar sites • Designated and potential Special Protection Areas • Designated and candidate Special Areas of Conservation. <p><i>National sites</i></p> <p>b) Development which may harm nationally-important nature sites and geological sites will be subject to special scrutiny. Development which harms, directly or indirectly, the special interest of the site will not be permitted unless the reasons for the development clearly outweigh the nature conservation or geological value and benefits of the site itself.</p> <p>In Sefton the nationally important nature and geological are:</p> <ul style="list-style-type: none"> • Sites of Special Scientific Interest • National Nature Reserves. <p><i>Local sites</i></p> <p>c) Development which may harm locally important nature sites or geological sites of local importance will be permitted only where the reasons for and benefits of the development clearly outweigh the impact on the nature conservation value of the site.</p>

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In Sefton the locally important sites are:

- Local Nature Reserves
- Local Wildlife Sites (formerly Sites of Local Biological Interest).

In Sefton the sites of regional or local geological importance are:

- Sites of Local Geological Interest.

- d) Development on sites which contain priority habitats will only be permitted where there is no net loss of natural assets. Priority should be first given to avoidance, and then to retention and long term management and enhancement of remaining habitat, and where appropriate habitat creation, within the site.
- e) Development which may harm other non-designated sites with nature or geological interest will be permitted only where the reasons for and benefits of the development outweigh the impact on the nature conservation or geological value of the site.

Species

- f) Development which may cause harm to protected or priority species will be permitted only where there is no net loss of natural assets. Priority should be first given to avoidance, and then to retention and long term management and enhancement of remaining habitat for the species, and where appropriate habitat creation for these species, within the site.

Mitigation and compensation

2. Mitigation or compensation including replacement provision will be required, where appropriate under the terms of 1 (a) to (f) above. This should protect and retain the acknowledged nature conservation or geological interest and make sure that there is no net loss of natural assets as a result of development, and includes provision for appropriate long-term management. This mitigation or compensation should be either within the development site, or by agreement, elsewhere.

Development proposals should be accompanied by plans showing details of avoidance, mitigation and/or compensation. Planning conditions or and/or legal agreements may be used to secure such measures.

Mitigation or compensation including replacement provision should give priority to the creation of new habitat in the Nature Improvement Areas. Where it is demonstrated that this priority is not appropriate, alternative sites must be deliverable and appropriate within the context of the protection and enhancement of Sefton's nature conservation and geological assets.

Enhancement

3. Opportunities, including those arising through development proposals, to enhance the value and benefits of Sefton's natural assets and

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	<p>ecological networks should be taken. This includes restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate. It also includes provision for appropriate long-term management.</p> <p>a) For major development proposals including sites which are a phase within a larger site/area where significant levels of phased development are proposed, enhancement opportunities should be taken within the development site (or larger site). This is additional to any requirements for mitigation, or compensatory measures for harm to specific habitats or species. Such enhancement may be linked to wider green infrastructure provision, as set out in policy ER4 'Green infrastructure'.</p> <p>b) For small-scale proposals within the urban area, appropriate opportunities include within wider green infrastructure provision as set out in policy 'Green infrastructure', or within Nature Improvement Areas, or within any Search Areas for Potential Habitat Expansion. This is additional to any requirements for mitigation, or compensatory measures for harm to specific habitats or species.</p> <p>c) Other opportunities should give priority to the creation of new habitat including compensatory habitat in Nature Improvement Areas.</p>
<p>Explanation:</p>	<p>Paragraph 9 of the National Planning Policy Framework recognises that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, in line with wider government policy set out in 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011). Other national policy for nature conservation is set out in paragraphs 1-9 to 119 of the National Planning Policy Framework. This complements legal duties and requirements for nature conservation set out in a range of legislation including the Natural Environment and Rural Communities (NERC) Act 2006 and the Habitats Regulations 1994 (as amended).</p> <p>The internationally important nature sites on the Sefton Coast are the most important feature of Sefton's outstanding natural environment and network of green infrastructure (as set out in policy ER5 'The Sefton Coast and development').</p> <p>Other key natural features include wetlands – Sefton has an extensive network of rivers and drainage channels, grasslands and woodlands. This outstanding natural environment helps define Sefton, and contributes to quality of life and local distinctiveness. It also forms part of Sefton's network of green infrastructure.</p> <p>The key priorities for nature and geology in Sefton are:</p> <ul style="list-style-type: none"> • To manage the natural assets better – to protect the integrity of nature sites of international importance on the Sefton Coast, and to protect all of Sefton's nature and geodiversity assets; • To make sure there is no net loss of these assets and to extend and enhance Sefton's ecological networks and natural assets. <p>The emerging Liverpool City Region (LCR) Ecological Framework draws together the evidence (for example nature site designations) and indicates</p>

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	<p>strategic priorities and opportunities in Sefton and across the sub-region.</p> <p>Many natural assets occur on a landform scale, across local authority boundaries. Lancashire County Council is currently preparing an Ecological Framework, which will better inform cross-boundary issues between Sefton and West Lancashire. Sefton is part of the Liverpool City Region (LCR) Local Nature Partnership.</p> <p><u>Protection</u></p> <p>Section 1 of the policy deals with protection of Sefton’s nature assets. <i>[Internationally-, nationally- and locally designated sites are due to be shown on the Policy Map at the Publication Stage of Local Plan preparation].</i></p> <p>An Ecological Appraisal must support planning applications given the range of ecological features present in Sefton. The details required are set out in figure ER2-1 below:</p> <div data-bbox="432 790 1401 1803" style="border: 1px solid black; padding: 5px;"><p>Figure ER2-1 Requirements for an Ecological Appraisal</p><p>The Ecological Appraisal must:</p><ul style="list-style-type: none">• Include a desktop study and consultation with Merseyside BioBank to identify any records for protected and/or notable species, sites and habitats on, or within 2km of, the site.• Include an Extended Phase 1 Habitat survey to identify the habitats present on and adjoining the site, with maps and target notes appended to the report, in accordance with methods set out in the JNCC Handbook for Phase 1 Habitat Survey.• Identify the potential for protected and/or notable species and any requirements for specialist surveys e.g. breeding birds, bats, water vole. Where specialist surveys are required, the report should identify when these surveys will be undertaken.• Identify any ecological impacts, notably on for designation of the internationally important sites, as a result of construction work or future site use and suggest measures for avoidance and/or mitigation.• Identify opportunities to make the most of the contribution of the proposed development to biodiversity in line with the requirements of PPS9 paragraph 14 and would contribute towards the biodiversity duty set out in Sections 40 and 41 of the Natural Environment and Rural Communities Act (NERC) 2006. Merseyside Environmental Advisory Service will be able to provide further information to the applicant as the scheme progresses.• Identify any invasive species list on Schedule 9 of the Wildlife and Countryside Act 1981 as amended, present on the site or within 7m of the site boundary. The location and extent of any invasive species should be shown on a scaled plan included with the survey report.</div> <p>There is an over-riding need (set out in the Habitats Regulations, and recognised in paragraph 119 of the National Planning Policy Framework) to manage sustainable development in a way which protects the integrity of nature sites of international importance on the Sefton Coast.</p> <p>The approach to protection of the nature sites and species which make up</p>
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Sefton's ecological networks, and of geodiversity, is based on a hierarchical approach of internationally, nationally and locally designated sites, and other assets of local importance., with the aim of making sure that there is no net loss of Sefton's natural assets. These sites are set out in Figures ER2-2 and ER2-3 below.

Figure ER2-2 Designated nature sites in Sefton

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)

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

- Ainsdale and Birkdale Sandhills Local Nature Reserve (LNR)
- Ravenmeols Sandhills LNR
- Brookvale LNR
- There are a large number of Local Wildlife Sites (LWS) and these are shown in Appendix 2.

Locally important designated geological sites

There are a large number of Sites of Local Geological Interest (SLGIs) and these are shown in Appendix 2.

Figure ER2-3 Examples of protected species in Sefton

- Natterjack toads, sand lizards
- Birds including waterbirds, such as Whooper swans and Pink-footed geese
- Red squirrels
- Water voles
- Bats

Section 1(a) of the policy sets out the stringent requirements for development which affects internationally important nature site. It is expected that very few development schemes would meet these requirements.

Section 1(d) of the policy refers to priority habitats, and section 1 (f) to priority species. These are 'habitats of principal importance' and 'species of principal importance' for the conservation of biodiversity in England.

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	<p>The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' encompasses priority habitats and species.</p> <p>Section 41 of the NERC Act requires the Secretary of State to publish lists of habitats and species of principal importance. The initial (late 1990s) lists were based on the UK Biodiversity Action Plan (UK BAP). A 2007 review saw the list of priority habitats increased from 49 to 65 and the list of priority species rise from under 600 to 1150. Since 2012 responsibility has been focussed at a county level under the '<i>UK Post-2010 Biodiversity Framework</i>' (July 2012) - for Sefton with the North Merseyside Biodiversity Group.</p> <p>Protected species are those which have specific protection under legislation (e.g. badgers, bats).</p> <p><u>Mitigation and compensation</u></p> <p>Section 2 of the policy deals with mitigation and compensation. Here, indeed throughout this policy, compensation means compensatory provision rather than financial compensation.</p> <p>It is crucial to this aim of no net loss that appropriate mitigation or compensatory provision is made. This is reflected in section 1 and especially section 2 of the policy. Compensatory provision for internationally important sites must be made prior to the development commencing. For other sites or species, mitigation /compensation can be delivered as part of the development (during the development process).. This compensation may be provided by the applicant directly, or through an organisation which is a land manager locally.</p> <p>Sefton Council owns or manages a number of sites, including much of the Sefton Coast. Other key partners who own or manage nature sites in Sefton include the Environment Agency (for example at Lunt Meadows washland), the National Trust and Natural England (for example on the Sefton Coast), the Lancashire Wildlife Trust (for example 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). Other landowners and farmers also play a local role in managing land which includes important habitats, principally for farmland birds and pink-footed geese.</p> <p>Priority should be given to the creation of new habitat including compensatory habitat in Nature Improvement Areas or Strategic Opportunity Areas, such as those identified in the emerging LCR Ecological Framework.</p> <p><u>Enhancement</u></p> <p>Section 3 of the policy focuses on enhancement of Sefton's natural assets, including restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate. The Council would strongly encourage this, where appropriate and viable. This is in line with the National Planning Policy Framework and</p>
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	<p>'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011).</p> <p>The Council will encourage opportunities for habitat enhancement within development sites. These opportunities may be linked, but should be additional to, wider green infrastructure provision set out in Policy GI 'Green infrastructure'. These opportunities range for example from larger scale habitat creation within larger sites including those released from the Green Belt (such as wetland habitat in linked to surface water management (SuDS) or flood risk storage areas) to smaller urban sites (such as 'bat boxes', tree planting).</p> <p>The Council will also encourage other opportunities arising from development to enhance appropriate areas, which may include Nature Improvement Areas [<i>which may be shown on the Policy Map at the Publication Stage of Local Plan preparation</i>], or any Search Areas for Potential Habitat Expansion set out in the emerging LCR Ecological Framework.</p> <p>Additionally, as set out in section 3 (c), there will be opportunities for the Council, together with its partners, to enhance Sefton's nature sites, and with it, the green infrastructure network. This could be through changes to land management practices for green spaces in their control as well as habitat creation involving more substantial interventions. It is anticipated that funding would come from a variety of sources.</p>
<p>Relevant Plan Objectives:</p>	<p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(13) To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.</p> <p>(14) To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.</p>
<p>Relevant Strategic Policy:</p>	<p>ER1 Environmental assets CC1 Climate change</p>
<p>Links to other policies:</p>	<p>ER4 Green infrastructure ER5 The Sefton Coast and development ER7 Landscape Character CC2 Flood risk and surface water management SRB1 The Port and Maritime Zone SRS3 Southport Seafront</p>
<p>Policy Context:</p>	<ul style="list-style-type: none"> • Habitats Directive, Birds Directive, Habitats etc Regulations 1994 (as amended), Natural Environment and Rural Communities Act (NERC) 2006, and other legislation relating to nature sites and species. • Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011), Defra • National Planning Policy Framework paragraphs 9, 109-119. • Liverpool City Region (LCR) Ecological Framework 2012 • Circular 06/2005 • North Merseyside Local Wildlife Sites – guidelines for selection (2003?)

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Policy Title:	ER3 Minerals
Policy Text:	<ol style="list-style-type: none"> 1. To minimise the need for minerals extraction, the production and use of recycled and secondary aggregates across the Borough will be encouraged. Mineral resources present on development sites will be expected to be extracted for beneficial use prior to development proceeding, 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 aggregate 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 aggregate materials) and trans-shipped, will only be permitted where it can be demonstrated that: <ul style="list-style-type: none"> • The mineral deposit or infrastructure is of no commercial interest, 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, including energy minerals (oil and gas exploration, appraisal and production [including unconventional hydrocarbons]) and primary, secondary and recycled aggregates, will be permitted if the following criteria are met: <ul style="list-style-type: none"> • There is a demonstrable need and market demand for the mineral; • The proposal would not undermine the greater use of alternative, secondary or recycled materials; • The operations permitted will not have an unacceptable adverse impact on the natural and historic environment, water resources, residential amenity or human health; • The proposed location for the development is the most suitable, taking into account environmental, geological and technical factors; • The mitigation of any negative impacts will be secured; • Where applicable, sensitive and high quality environmental restoration and aftercare of sites will be implemented at the earliest opportunity, to a standard and manner consistent with the proposed end use and the character, setting and landscape of the surrounding area.
Explanation:	<p>Minerals are a finite resource and can generally only be worked where they are found. Whilst Sefton does not have any Mineral Safeguarding Areas, other than for port and transport infrastructure, or indeed any aggregate minerals resources that are currently commercially viable or likely to become so in the future, there is the potential for energy mineral exploration and extraction and the Framework is clear that mineral planning authorities should include policies for the extraction of mineral resources.</p>

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	<p>There are extant licences for onshore oil and gas exploration that cover parts of Sefton. The licensing is done nationally in blocks and do not reflect political boundaries and are not subject to any form of local authority influence – therefore the Local Plan cannot affect them. Planning standards, however, can be implemented for the above ground installations required for exploration unless they fall under the National Strategic Infrastructure system. Licenses are for oil and gas and do not distinguish between conventional and unconventional extraction.</p> <p>Proposals for any development should not lead to proven or potential reserves being sterilised. Such resources will be protected from changes in land uses unless the need for the development outweighs the benefits of the mineral resource.</p> <p>All proposals for minerals, aggregate, oil or gas exploration, extraction, storage, processing and distribution should be accompanied by:</p> <ul style="list-style-type: none"> • An operations statement, setting out how the impacts of development will be minimised; • A restoration and aftercare plan.
Relevant Plan Objectives:	2; 4; 6
Relevant Strategic Policy:	ER1 Environmental Assets
Links to other policies:	CC5 Waste
Policy Context:	Waste Local Plan NPPF section 13

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Policy Title:	ER4 Green infrastructure
Policy Text:	<p>1. Sefton’s green infrastructure networks should be protected, enhanced and extended where appropriate. Development proposals and other initiatives should help achieve this. The key components of Sefton’s green infrastructure network are:</p> <ul style="list-style-type: none"> • The Sefton Coast, • Public open space, • Sefton’s network of paths and cycleways, • Sites of acknowledged nature conservation or geological importance • Adopted Sustainable Drainage Systems and land formally designed to manage surface water and flood risk, • Trees, including their landscaping context. <p>The Sefton Coast</p> <p>2. Development on or adjacent to the Sefton Coast should meet the provisions of policy ‘The Sefton Coast and development’.</p> <p>Public open space <i>Protection / conservation</i></p> <p>3. The following types of development are acceptable in principle on public open space, subject to the provision of policy ER2 ‘Nature conversation and enhancement’ being met :</p> <p>a) Environmental improvements designed to enhance the quality, number or performance of green infrastructure functions, of the public open space, including built facilities ancillary to the use of the site;</p> <p>b) Other development proposals, where:</p> <ul style="list-style-type: none"> • For sites within Southport Seafront and Crosby Coastal Park, the provision of the specific policies for these areas are met; or; • An assessment has been undertaken which has clearly shown the public open space to be surplus to the requirements set out in Figure ER4-2 of the Plan; or • The loss of public open space 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. <p><i>Enhancement</i></p> <p>4. Development on sites which meet the criteria set out below should provide appropriate new public open space within the development site (including appropriate new path and /or cycleway linkages) which should provide for public recreation, and as many other green infrastructure functions as appropriate. These are proposals for:</p> <ul style="list-style-type: none"> • Sites of 50 or more new build homes or conversions to create 50 or more new homes which are in areas with a shortfall in provision against the standards in Figure ER4-2, or • Sites, including sites which are a phase within a larger area/site, where significant levels of phased development are proposed. <p>The developer should make sure that suitable arrangements are in place for long-term management, maintenance and public access to the site.</p>

	<p>New public open space created under section 4 during the Plan period will be accorded the policy protection set out in sections 1 and 3 of the policy, even where it is not shown on the Proposals Map.</p> <p>Sefton’s network of paths and cycleways <u>Protection, conservation and enhancement</u> 5. Development that would make it difficult to establish or retain a public right of way, or Strategic Path as shown on the Proposals Map, will be permitted where it enhances or implements the route, or where an acceptable alternative route is provided.</p> <p>Sites of acknowledged nature conservation or geological importance <u>Protection, conservation, mitigation and compensation, and enhancement</u> 6. Development likely to have an impact on sites of acknowledged nature conservation or geological importance should meet the provisions of policy ‘Nature conservation and enhancement’.</p> <p>Land for management of surface water and flood risk <u>Protection / conservation and enhancement</u> 7. Development on a site which is an adopted Sustainable Drainage System, or is formally designed to manage surface water or flood risk, is acceptable in principle, subject to the provisions of policy ER2 ‘Nature conservation and enhancement’ and other Plan policies being met, where the development proposals: a) Do not reduce the ability of the adopted Sustainable Drainage System or the area for surface water or flood risk management to manage the surface water or flood risk, and b) Where practicable, enhance the performance of this or other green infrastructure functions, including nature conservation subject to the provision of policy ER2 ‘Nature conservation and enhancement’.</p> <p>Trees and landscaping <u>Protection / conservation</u> 8. Development is acceptable in principle where: a) There is no unacceptable loss of, or damage to, existing trees or woodlands or significant landscaping during or as a result of development; b) Trees not to be retained as a result of the development are replaced at a ratio of at least 2:1 within the site.</p> <p><u>Enhancement</u> 5. All development proposals should include an appropriate landscape scheme which includes planting, which for new build development should include additional, new, trees which shall be planted at a minimum of: a) 2 trees for each new home; or b) For non-residential development, whichever is the greater of: • 1 tree for each new parking space; or • 1 tree per 150m² of gross floorspace</p>
<p>Note (for information):</p>	<p>Our approach to urban greenspace needs to change to reflect national planning policy. Much of our public open space (such as parks, playing fields, sports club sites and allotments) will continue to be protected in both urban and rural areas. We will protect fewer amenity green spaces (e.g.</p>

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	<p>highway verges). A revised approach to urban school and college sites and care institutions intends to allow more development whilst retaining the key characteristics of the sites as far as possible, and more development on site where this use has ceased. Almost all former private urban greenspaces will now be part of the primarily residential area. <i>More information is set out in Appendix 3, which is provided for information purposes only at this stage.</i></p>
<p>Explanation:</p>	<p>Green infrastructure is critical to Sefton and the wider Liverpool City Region (LCR) – for sustainable economic prosperity, an attractive environment for businesses, people and nature, for recreation, health and well-being. Green infrastructure reduces air pollution, and air temperatures locally, and helps to reduce and manage flood risk.</p> <div data-bbox="400 667 1377 1547" style="border: 1px solid black; padding: 10px;"> <p><i>Figure ER4-1 Green infrastructure functions</i> <i>Green infrastructure functions (or benefits) & ecosystem services include:</i></p> <ul style="list-style-type: none"> • <i>Climate change functions (e.g. regarding temperature and air quality)</i> • <i>Flood risk management functions (e.g. storage of surface water or other flood water, infiltration benefits)</i> • <i>Quality of life functions (e.g. visual, buffer, image of area)</i> • <i>Economic functions (e.g. image of area, more investment)</i> • <i>Health and well-being functions (e.g. physical activity and mental health and well-being)</i> • <i>Tourism functions (e.g. contribution of site to Sefton’s tourism attractions)</i> • <i>Cultural benefits (e.g. contribution to heritage, or a venue for community events, environmental education)</i> • <i>Recreation benefits (e.g. informal or formal recreation, active sports, allotments)</i> • <i>Nature conservation benefits (e.g. habitats and species)</i> • <i>Food production benefits (e.g. allotments and community orchards or gardens).</i> <p>The National Planning Policy Framework defines green infrastructure as “A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”. The Framework further refers to ecosystem services – “the benefits people obtain from ecosystems, such as, food, water, flood and disease control and recreation.</p> </div> <p>The network of multi-functional green or open spaces provide multiple benefits and functions for those who live, work, invest in, spend their leisure time or visit Sefton, as set out in Figure ER4-1 . Typically, the same site will have a number of green infrastructure functions, (or benefits) Through this policy the Council is seeking to enhance the number or performance of green infrastructure functions for its sites.</p> <p>The key components of Sefton’s green infrastructure network are:</p> <ul style="list-style-type: none"> • The Sefton Coast, • Public open space, • Sefton’s network of paths and cycleways, • Designated nature sites and ecological networks , • Adopted Sustainable Drainage Systems (SuDS) and land formally

	<p>designed to manage surface water and flood risk,</p> <ul style="list-style-type: none">• Trees, including their landscaping context. <p>These components of Sefton’s green infrastructure network are important environmental assets for Sefton, and help to shape its character, local distinctiveness and sense of community and identity.</p> <p>The Sefton Coast</p> <p>The Sefton Coast is a major component of Sefton’s green infrastructure network and outstanding natural environment which helps to define Sefton. This is set out in more detail in policy ‘The Sefton Coast and development’ and its explanation, whose provisions should be met.</p> <p>Public open space</p> <p>The Framework stresses the need to protect open space (especially paragraph 74), 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.” <i>[sic]</i></p> <p>The Council considers that open space of public value – public open space – comprises:</p> <ul style="list-style-type: none">• Public parks (including local parks), play areas, countryside /coastal parks (within the Green Belt) and Blundellsands Key Park, water spaces such as the canal, and Crosby and Southport Marine Lakes• Public playing fields, pitches and outdoor sports sites• Club pitches and outdoor sports sites, and the Pay and play’ golf courses at Bootle and Southport,• Public nature sites (e.g. Copy Farm Wildlife area).• Allotments• Amenity spaces• Churchyards and cemeteries. ‘• <p><i>[Designated public open spaces will be shown on the Policy Map at the Publication Stage of Local Plan preparation].</i></p> <p>Such public open space provides recreation, benefits including exercise through active sports, walking, cycling and use of play facilities, and mental health and well-being benefits of seeing or experiencing green space, trees and ‘nature.’ It may also have other green infrastructure benefits (such as nature benefits and surface water storage) and in such cases the provisions of other relevant Plan policies should be met.</p> <p>Some of Sefton’s public open space is also important to the Borough’s heritage. For example, Botanic Gardens (Churchtown), and Derby Park in Bootle are registered on the national list of Parks and Gardens of Special Historic Interest. Other parks are within Conservation Areas or contain or provide the setting for Listed Buildings (for example, Potters Barn and park, Waterloo.</p> <p>The standards for public open space provision, set out in Figure ER4-2 below, are based on the Green Space Strategy 2008. <i>[The quality standards are based on existing provision levels. The provision figures will need early revision due to the new approach to public open space set out in this policy. The accessibility deficiency areas for both parks and accessible nature</i></p>
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spaces will also need early review].

The aims of sections 3 and 4 of the policy are to protect public open space from built development, while allowing its recreation or other green infrastructure functions benefits to be enhanced; and to seek new provision where appropriate in new development.

Figure ER4-2 – Standards for public open space provision *[set out in the Green Space Strategy (2008)]*

Quantity:

Type of public open space	Hectares per thousand population
Parks and children’s play	1.2
Outdoor sports sites	Based on existing provision
Nature sites	Based on existing provision
Allotments	Based on existing provision
Amenity green space	Based on existing provision
Churchyards and cemeteries	Based on existing provision

Quality: based on Green Flag criteria – national quality standards.

Accessibility: Everyone to live within 15 to 20 minutes’ walk (1km) or larger (neighbourhood) parks or accessible nature spaces.

Note: The quality standards are based on existing provision levels. The provision figures will need early revision due to the new approach to public open space set out in this policy. The accessibility deficiency areas for both parks and accessible nature spaces will also need early review.

It should be noted that the Town and Country Planning (Development Management Procedure) (England) Order 2010 restricts development on playing fields or sites used as playing fields (which it defines) in the last 5 years.

The Council recognises that there are a number of smaller, sports club sites in Sefton’s urban areas which are surrounded by housing, occupied by tennis and/or bowls clubs. The Council considers that such sites would not be suitable for alternative public recreation uses, primarily because of amenity, access and size issues. Therefore, in terms of section 3(b) of the policy, the Council considers that for these sites only, if these clubs cease to exist and no similar clubs show an interest in occupying the premises within 3 months, and/or occupy them within 6 months, then the development will be acceptable – i.e. will meet - the provisions of section 3(b) of the policy.

Where there is an existing shortfall in provision against the standards in Figure ER4-2 in the area (usually the Area Committee area), new public open space should be provided for new build schemes of 50 or more homes or for conversions of substantial buildings or groups of buildings where 50 or more new homes are provided, such as Land East of Maghull. It should also on sites where significant levels of phased development are proposed. This includes smaller sites which form part of – or a phase of larger development sites, areas or allocations.

New public open space provided within a development site should be appropriate in terms of site type, design, location(s) and number of green infrastructure functions provided, in terms of:

- Any equipped children's and young person's play area should be within a site of at least 0.25 hectares in size, in a location which has good accessibility and good natural surveillance,
- Providing a variety of types of public open space in the area, compared to the standards in Figure ER4-2,
- Including, where appropriate, sustainable drainage systems or flood storage,
- Linking to existing path networks in the area and providing new safe, green routes between homes, jobs, schools, public transport and other services,
- Wider green infrastructure provision, including trees and nature conservation and enhancement, to which other Plan policies apply,
- Site specific considerations, including design and heritage, and
- The need to make sure that suitable arrangements are in place for long-term management, maintenance and public access to the site.

Based on the 2008 SPD – this text may be better placed in a revised SPD

The Council would support other public open space enhanced or provided by developers or partners such as The Mersey Forest or the Forestry Authority, subject to other Plan policies, and 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, or within the Housing Market Renewal Area in Bootle.

Sefton's network of paths and cycleways

The Framework stresses the importance of rights of way and access (para 75), a coastal footpath for England (para 107). Sefton's network of rights of way, paths, cycle routes and Strategic Paths are important for their value as recreation and general transport routes – for example providing traffic-free or less heavily trafficked routes from homes to jobs, schools or other facilities. They are also key linkage 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.

Where an existing (right of way or Strategic Path is within or next to a development site, it should be retained. If appropriate it should be enhanced, for example in terms of its width, surface, safety and natural surveillance. Paths should be diverted only if the alternative route increases connectivity within and outside the site.

Where a proposed Strategic or other path is within a development site, it should be implemented as part of the development proposals, with an appropriate route and design (for example in terms of the factors listed above). Where the proposed path is next to the development site, where appropriate the path should be implemented, with an appropriate route and design.

[Strategic paths are due to be shown on the Policy Map at the Publication

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	<p><i>Stage of Local Plan preparation].</i></p> <p>Sites of acknowledged nature conservation or geological importance These form an important part of Sefton’s green infrastructure. This is set out in more detail in policy ‘Nature conservation and enhancement’ and its explanation, whose provisions should be met. This is in line with paragraphs 106 -199 of the National Planning Policy Framework.</p> <p>Adopted Sustainable Drainage Systems and land formally designed to manage surface water and flood risk Policy CC2 ‘Flood risk and surface water management’ sets out the importance this in Sefton. Paragraph 100 of the National Planning Policy Framework refers to the need for policies to ‘safeguard land from development that is required for current and future flood management’. Paragraph 99 says that green infrastructure can help manage the risks to development in vulnerable areas, such as flood risk, posed by climate change. Sustainable surface water drainage systems (SuDS) may also have other green infrastructure functions, for example providing wetland habitat for nature.</p> <p>The Flood & Water Management Act 2010 includes provisions (not yet implemented) which in effect require Councils to approve SuDS schemes which meet national and local requirements, and to adopt such approved schemes once completed.</p> <p>Such adopted SuDS schemes, together with any other areas which are formally designed to manage surface water or flood risk (such as SuDS schemes which are completed before the provisions of the Act are implemented) should be protected from development which would harm these flood risk management functions.</p> <p>Trees and landscaping Trees, and other significant landscaping, can provide almost all of the green infrastructure functions set out in Figure ER4-1 above, for example visual appeal and image, quality and character of the local area, reducing air temperatures locally and providing shade or shelter, trapping air pollutants, and mental health and well-being benefits. While tree cover in Sefton is generally relatively low, street trees and other urban trees are very important, because of these benefits.</p> <p>It is important to protect existing trees, and for new trees to be planted in new development schemes, as part of a wider landscaping and planting scheme. Tree survey information should be provided as part of any planning application. Loss of existing trees and significant landscaping on development sites should be avoided where possible. 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 to the scale and layout of development. Ancient Woodland are important nature assets, and so the provisions of policy ‘Nature conservation and enhancement’ apply.</p> <p>Other More generally, development proposals within or on the edge of the rural</p>
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	<p>area, including those for informal countryside recreation, paths or recreation and sports uses, should not cause no significant harm to the tranquillity or quiet enjoyment of the rural area, or to ambient night time light levels, as set out in policy PEP1 'Pollution and Hazards'. These are particularly important in Sefton's more remote rural areas, in some landscape character areas and in relation to sites or species of, where the provisions of policies 'Landscape Character' and 'Nature conservation and enhancement', respectively, should be met.</p> <p>The Council, its partner organisations and others have a role in promoting, developing, managing or enhancing green infrastructure in Sefton. These include The Mersey Forest, the Environment Agency, Natural England, the LCR Local Nature Partnership, Parish Councils and the Lancashire Wildlife Trust and in some cases developers.</p>
Relevant Plan Objectives:	<p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p>
Relevant Strategic Policy:	<p>ER1 Environmental assets CC1 Climate Change and Carbon Reduction</p>
Links to other policies:	<p>ER5 The Sefton Coast and development CC2 Flood risk and surface water management ER2 Nature conservation and enhancement ER6 Heritage assets SRS3 Southport Seafront PH1 Health and Wellbeing</p>
Policy Context:	<ul style="list-style-type: none"> • National Planning Policy Framework • Emerging LCR Green infrastructure Framework • Emerging LCR Ecological Framework

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Policy Title:	ER5 The Sefton Coast and development
Policy Text:	<p>1. The Sefton Coast is a key component of the green infrastructure of Sefton and the City Region with a range of benefits and functions including its international importance for nature, economy and tourism, recreation and leisure, and quality of life. Development proposals and other initiatives should help protect, enhance and extend where appropriate this green infrastructure.</p> <p>Appropriate provision for mitigation or compensation should be made to make sure that development does not have an adverse effect on internationally important nature sites. 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</p> <p>2. Adjacent to the developed coast the following uses are acceptable in principle, subject to the provisions of sections 3 and 4:</p> <ul style="list-style-type: none"> a) Port-related uses within the Port and Maritime Zone, in line with the provisions of policy SRB1 'Port and Maritime Zone'; b) Leisure and tourism and other appropriate uses within Southport Seafront, in line with the provisions of policy SRS3 'Southport Seafront'; c) Within Crosby Coastal Park : <ul style="list-style-type: none"> i. Outdoor recreation, leisure and tourism uses; ii. Re-use of existing buildings, and south of Hall Road small-scale new built facilities, for uses linked to outdoor recreation, water-based recreation on the Marina or tourism facilities, including visitor centres and facilities for exhibitions; and. iii. Proposals for new habitat creation or enhancement, which are appropriate to the location. <p>3. In and adjacent to the undeveloped coast the following uses are acceptable in principle, subject to the provisions of sections 3 and 4:</p> <ul style="list-style-type: none"> a) Development linked to the management of the natural areas and landscape features of the undeveloped coast, including management of informal recreation; b) Development required for coastal defence; or c) Development comprising landfill facilities for off-shore installations. <p>4. Subject to the provisions of sections 1, 2 and 3 above, development will be permitted where it is demonstrated that the proposals:</p> <ul style="list-style-type: none"> a) Will not increase the risk of tidal flooding or coastal erosion through their impact on coastal processes; b) Will not 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) Will not harm natural assets of the Sefton Coast, including nature and geological interest, landscape, the quantity and quality of the dune aquifer and bathing water quality; d) Will not adversely affect the integrity of sites of international nature conservation importance and meets the requirements set out in policy ER2 'Nature conservation and enhancement';

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	<p>and</p> <p>e) Make provision for the creation and maintenance of the Sefton Coast Path where appropriate, and in all other cases would not impair the creation and maintenance of the Coast Path.</p> <p>5. Some parts of the Sefton Coast are subject to coastal change. In addition to meeting the provisions of sections 1 to 4 above, development in the Coastal Change Management Area should:</p> <p>a) Be located in areas at lowest risk of coastal change, following a sequential approach which demonstrates that:</p> <ul style="list-style-type: none">• There are no alternative reasonably available sites; and• Within the site, buildings and infrastructure are located in the areas at lowest risk of coastal change; <p>b) Demonstrate that it will safe over its lifetime. 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;</p> <p>c) Demonstrate wider sustainability benefits.</p>
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Proposed Coastal Change Management Area; (Policy ER5 'The Sefton Coast and Development')



<p>Explanation:</p>	<p>The importance of the Sefton Coast The Sefton Coast is a major component of Sefton's green infrastructure network and outstanding natural environment which helps to make the Borough distinctive and which is valued by local residents and visitors alike. The 22 miles of the Sefton Coast help define Sefton. As well as its landscapes and internationally important nature sites, the Coast has played a significant role in the economic development of Sefton and the growth of its settlements.</p> <p>The Sefton Coast is critical for sustainable economic prosperity, as it contributes to the conditions for economic and tourism growth, economic security and to the presence of the Port. The attractiveness of the environment is in part what determines where firms choose to locate, and where the workforce and others choose to live. People with good access to green infrastructure also tend to be healthier and more productive. The Sefton Coast provides accessible areas for relaxation, recreation, walking and cycling, which further helps improve health and well-being.</p> <p>Development on the Sefton Coast Sections 2 and 3 of the policy seek appropriate, sustainable development on the Sefton Coast, in line with the existing character, functions and benefits (including the economy) of different parts of the Coast.</p> <p><i>[The Port and Maritime Zone and Southport Seafront will be shown on the Policy Map at the Publication Stage of Local Plan preparation].</i></p> <p>The Council recognises the importance of the developed coast especially for recreation, and the economy of Sefton, notably for leisure and tourism, low carbon including off-shore initiatives, and the Port. The developed coast means the mainly built-up areas adjacent to man-made sea defences at the Port, Crosby Coastal Park south of Hall Road and Southport Seafront. The Port is of strategic economic importance, while Southport Seafront has a strategic leisure and tourism role. Crosby Coastal Park is also important for recreation, leisure and tourism.</p> <p>The Council recognises the importance of the undeveloped coast, especially for nature, coastal protection, informal recreation including walking, cycling, bird-watching and nature study, and golf. The undeveloped coast means the mostly open and undeveloped areas which form part of natural sea defences or are adjacent to them, and the area just north of Southport Pier. Almost all of this area lies within the Green Belt. The undeveloped coast is the area from north of Hall Road, Crosby to the Weld Road roundabout, Southport, and the area north of the Pier. The main aim of the policy in the undeveloped coast is to protect, and where appropriate enhance, its natural assets.</p> <p><i>Crosby Coastal Park</i> Crosby Coastal Park stretches for several kilometres between the Port and Hightown. It its public open space and much is a Local Wildlife Site. The Coastal Park is characterised by its vast, open aspect of grassland, bordered to the coast by natural sand-dunes, most of which is a Local Wildlife Site. It also includes other distinctive features such as Crosby Marine Lake and associated watersports activities, and the formal gardens</p>
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	<p>which lie within Waterloo Conservation Area.</p> <p>Since the 2000s Crosby Coastal Park has become more important for recreation and leisure, due in part to its accessible location at the northern end of the greater Liverpool conurbation and recent investment in the Iron Men, Antony Gormley's 'Another Place' sculptures, Crosby Watersports and Activity Centre, the play area next to it, in the historic seafront gardens and strategic cycling and path links. The Council supports the consolidation of this role, linked to any future development of a cultural quarter around South Road and Waterloo centre.</p> <p>Section 2 (c) of this policy seeks to secure high quality development which will enhance Crosby Coastal Park and its recreation, leisure, tourism and nature functions, whilst protecting and where appropriate enhancing its natural assets.</p> <p>Natural assets of the Sefton Coast</p> <p>The need to protect the integrity of the international importance of the nature sites along the Sefton Coast is critical. The provisions of Policy ER2 'Nature conservation and enhancement' must be met.</p> <p>It is important that development – whether at or next to the coast or more distant from it- does not adversely affect the capacity of the coast to form a natural sea defence or adjust to changes in conditions.</p> <p>It is also important to protect, and where appropriate enhance, bathing water quality and the quantity and quality of the dune aquifer (although some factors affecting water quality such as agricultural practices are beyond the control of the planning process). This applies to development at or next to the coast and may apply to more development more distant from it.</p> <p>An important factor affecting bathing water is the quality of watercourses, or surface water run-off, which flows into the sea. The provisions of Policy CC2 'Flood risk and water quality' are also important. Ainsdale, Formby and Southport are formally designated as bathing beaches and as such are subject to rigorous water quality checks and regulations. Water quality will also affect the internationally important nature sites along the Sefton Coast and beyond.</p> <p>The self-contained aquifer within the dunes discharges eastwards into the peat moss and westwards to the intertidal area and the Irish Sea. This dune aquifer is crucial to the ecology of the dunes and surrounding areas, affecting both habitat and species. Also it is an important source of water for several golf courses in the area.</p> <p>Part 9 of the Marine and Coastal Access Act 2009 seeks to establish a footpath (for informal recreation) around the whole of the English coast, as set out in paragraph 107 of the National Planning Policy Framework. Sefton Council remains committed to the retention of the Sefton Coast Path. Sefton Council considers that where appropriate, subject to nature conservation and other constraints, the Path should be provided for cyclists as well as recreational walkers. Development should protect, and where appropriate help implement, the Coast Path <i>[which is due to be shown on</i></p>
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	<p><i>the Policy Map at the Publication Stage of Local Plan preparation].</i></p> <p>Coastal Change The natural processes affecting the coast, and especially the undeveloped coast, mean that parts of the Sefton Coast are subject to coastal change.</p> <p><i>[The Coastal Change Management Area will be shown on the Policy Map at the Publication Stage of Local Plan preparation. The Sefton Coastal Change Management Area is shown on the attached map for information].</i></p> <p>Climate change and rising sea levels are likely to increase coastal change, and hence the importance of Sefton’s natural sea defences. Paragraphs 106 to 108 of the National Planning Policy Framework deal specifically with management of coastal change.</p> <p>In some areas the Sefton Coast is accreting, and this change is considered to be broadly positive. For example north of Southport Pier the coastal salt-marsh is extending seawards, and currently this has the effect of increasing coast defences landwards of this.</p> <p>In other areas the undeveloped coast is vulnerable, to coastal change and specifically erosion. For example, the natural coast is vulnerable to erosion from south of Hightown and Altmouth northwards via Formby Point to the Ainsdale area. This is reflected by the Shoreline Management Plan policy approach here, which is for ‘managed re-alignment’. For the rest of Sefton’s coastline, including the accreting salt-marsh north of Southport Pier, the Shoreline Management Plan policy is to ‘hold the line’.</p> <p>Section 5 of the policy sets out the additional requirements for development in Sefton’s Coastal Change Management Areas, in line with the National Planning Policy Framework. In section 2(a) infrastructure includes sewers, rail lines and building access.</p>
<p>Relevant Plan Objectives:</p>	<p>(1) To support urban regeneration and priorities for investment in Sefton</p> <p>(3) To protect and enhance Sefton’s important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton’s carbon footprint.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(8) To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p> <p>(13) To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.</p> <p>(14) To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.</p>
<p>Relevant Strategic Policy:</p>	<p>CC1 Climate change, ER1 Environmental assets</p>
<p>Links to other policies:</p>	<p>ER2 Nature conservation and enhancement and geology ER7 Landscape Character</p>

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	SRB1 The Port and Maritime Zone, SRS3 Southport Seafront
Policy Context:	<ul style="list-style-type: none">• NPPF• Legislation relating to coastal defence• Shoreline Management Plan for sub-cells 11a and 11b (SMP2) (2011)• Sefton Flood and Coastal Defence Policy Statement• Bathing Waters Directive and related UK Regulations• Habitats and Wild Birds Directives and related UK Regulations• Water Framework Directive;• SCP Nature Conservation Strategy and Biodiversity Delivery Plan

Policy Title:	ER6 Heritage Assets
Policy Text:	<p>1. Development affecting Heritage Assets or their settings will be permitted where the development preserves or enhances the aspects of the asset which contribute to its significance. Opportunities should be taken to restore historic features or better reveal the significance of heritage assets and their settings where appropriate.</p> <ul style="list-style-type: none"> • Development which preserves the features of listed buildings and their settings will be permitted. • Development within conservation areas must be of high quality design and appropriate to its historic context. Development affecting features which positively contribute to a conservation area or its setting will be permitted where the character and appearance of the building, its relationship to its setting and historic interest are maintained. Enhancements to sites or features which do not contribute to the conservation area will be required where appropriate. • Development within Registered Historic Parks and Gardens will be permitted where the development relates well to its layout, features, topography, views and is of high quality design, sympathetic to its context. • Development affecting undesignated heritage assets will be permitted where the aspects that contribute to its heritage significance are conserved or enhanced. • Development on or within the setting of archaeological sites will be permitted where the nature of the archaeology is well understood and the development has been designed to avoid harm to the asset, including interpretation where appropriate. • Developments adjacent to or within the setting of heritage assets should not undermine their desirability or ability to viably use those heritage assets. <p style="padding-left: 40px;">Development affecting heritage assets shall be accompanied by a heritage statement.</p> <p>2. Development which results in harm to heritage assets will be permitted where there is a clear and convincing justification.</p> <ul style="list-style-type: none"> • Demolition or substantial harm to a scheduled ancient monument, listed building, or a building which positively contributes to a conservation area will only be accepted in exceptional circumstances. • Proposals involving the loss, or weakening of aspects which contribute to the significance of a designated heritage asset or its setting will only be accepted where there are public benefits resulting from the proposals that outweigh the harm, and the harm has been minimised. (outlined in the explanation – see below) • Where proposals are harmful to the significance of a undesignated heritage asset, any benefits of the scheme will be considered in the balance with the scale of harm. • Losses to archaeological sites will be permitted only where the merits of the development justify the loss and the harm has been minimised and mitigated appropriately.

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<p>Explanation:</p>	<p>Sefton’s historic environment is a diverse rich and valued part of the borough’s cultural heritage – different parts of Sefton have their own identity and historic features which give them their own particular sense of place. Heritage assets are often regarded as attractive aspects of an area, and can be a focus of local pride.</p> <p>The historic environment of Sefton represents a finite resource. The Policy aims to protect Sefton’s heritage assets and manage change to them where appropriate. Proposals should seek to make the most of and enhance the heritage values of the site, to maximise the benefits of development.</p> <p>National policy and guidance will be used to underpin the operation of the policy. A Heritage Assets SPD will be produced in due course.</p> <p>Designated Heritage Assets include Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens and Conservation Areas.</p> <p>In Sefton these are:</p> <ul style="list-style-type: none"> • 560 Listed Buildings and their settings, including Sefton’s only Grade I listed building, St Helen’s Church in Sefton village, and many shops and cast iron verandahs along Lord Street in, Southport and a range of other agricultural, domestic and commercial buildings, • 25 Conservation Areas, ranging from Conservation Areas focussed on historic rural villages, such as Little Crosby and historic centres such as Churchtown or Waterloo • 5 Parks and Gardens on the national register of Parks and Gardens of Special Historic Interest - These are Botanic Gardens,, Hesketh Park, King’s and South Marine Gardens in Southport, Derby Park in Bootle, and the Ince Blundell Estate, • 13 Scheduled Ancient Monuments (SAMs), comprising 9 Historic cross bases, three moated sites and an ancient chapel and burial ground in Lydiate. <p>Undesignated heritage assets include sites and buildings that have a level of heritage interest that merits consideration in planning decisions, but fall short of the criteria set for formal designations.</p> <p>In Sefton these include:</p> <ul style="list-style-type: none"> • Buildings or sites which have no formal designations but have local heritage and/or architectural interest such as ‘the War Grave;’ site close to Stanley Road in Bootle; • Archaeological sites such as the remains of the Mesolithic dwellings recently discovered near Lunt; • Buildings or sites on locally compiled lists. <p>Proposals affecting heritage assets must be informed by a proper understanding about what is significant about them. Heritage Statements must accompany applications affecting heritage assets. They may form part of Design and Access Statements where appropriate. They should be proportionate - the greater the scale of works, the more in- depth the</p>
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assessment should be. The statement should as a minimum explain the heritage significance of the site and how this has been taken into account in the design of the proposals.

Restoration, repairs or enhancements will be required as part of development proposals, where this is appropriate. This will be particularly relevant when large scale redevelopments or conversions to new uses are proposed. Where appropriate, enhancements to Heritage Assets or their settings can be funded through developer contributions.

Opportunities to make repairs and secure vulnerable sites for the future (including those 'at risk') should be taken, especially where changes around the site may otherwise make it more vulnerable.

Development which results in harm to heritage assets or their settings is not always avoidable. The greater the significance of the asset or part affected, and the nature of its designation - the clearer the need and stronger the justification for any harmful works must be. Where works will result in harm to the heritage interest, proposals for the development will be assessed against national policies and guidance.

Sometimes development or alterations which harms designated historic assets may be justifiable if there are overriding public benefits. Where the benefits of the development are limited to personal circumstances or preferences, or financially motivated, these are not likely to be considered 'public benefits'. National policy and guidance, and any relevant local policy and guidance relating to heritage should be adhered to.

Planning applications for demolition should include details of any remediation or redevelopment. Planning applications for any redevelopment proposals should be submitted concurrently, preferably forming part of the same application.

In a conservation area or historic park or garden where proposals include for demolition and redevelopment, an uninterrupted, phased programme for the development shall be agreed and a contract signed before the building or structure is demolished, where appropriate.

If losses are agreed, recording, analysis and reporting shall be undertaken where appropriate.

Listed Buildings

The integrity of Sefton's 560 Listed Buildings, their features, and their settings, should be protected from harm.

Conservation Areas

Sefton Council has a duty to review its Conservation Areas from time to time, and as a result Conservation Area boundaries can change over time, and new Conservation Areas may be designated.

The character of Conservation Areas must be positively managed, so that changes arising from development conserve, and where possible enhance, the aspects of the Conservation Areas which are important to their historic interest and appearance. This will mean that Conservation Areas can continue to be enjoyed by those living, working or visiting them.

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	<p>Conservation Area appraisals and management policies (where available), define the individual characteristics which contribute to the character of the conservation areas and identify opportunities for enhancement. Proposals for alterations to features within the conservation area should be consistent with the advice in the appraisal and any management policies and take opportunities to enhance the area.</p> <p>Registered Historic Parks and Gardens Registered Parks and Gardens should be conserved and retained for their intrinsic value and the benefit of users. Their historic qualities give the parks an added dimension to their use and enjoyment by visitors and also confer economic benefits. Four of Sefton's 5 Register Parks and Gardens are Grade II and are Victorian in origin. Ince Blundell Hall estate is Grade II* and incorporates a number of highly graded listed buildings.</p> <p>Scheduled Ancient Monuments and archaeology Sefton contains archaeological sites which hold evidence of the area's history of occupation and agriculture spanning thousands of years.</p> <p>Some archaeological sites of national importance benefit from statutory designation as "Scheduled Ancient Monuments". Works to these sites or activities carried out in their vicinity will usually require a special consent from the Secretary of State. Sefton has a comparatively high number of Scheduled Ancient Monuments in comparison to neighbouring authorities that of 13, all being of Medieval in origin, predominately of cross bases with the exception of three moated sites and a domestic chapel and burial ground.</p> <p>Sefton's Scheduled Ancient Monuments 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 in situ.</p> <p>Information about Sefton's sites with archaeological interest is held within the Historic Environment Record (HER). This is updated with information as and 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 check the HER when a site is considered for development, in order to discover if archaeological assets are present.</p> <p>If a site is highlighted as known or suspected to contain archaeological assets, a proportionate amount of information should accompany applications. Desktop assessments will be required as a minimum. Preliminary fieldwork may also be required. The information which supports the development proposals should be sufficient to describe the likely impacts on the archaeological asset, explain what measures to minimise any impacts have been taken and describe any proposed mitigation measures.</p> <p>Where an archaeological site is of a national level of importance it subject to the same protections as if it were designated.</p> <p>Undesignated Heritage Assets Some historic buildings, areas, parks, site or structures or other features of</p>
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	<p>historic, heritage or cultural value fall short of the quality required for national designations. Though not statutorily protected, their local heritage 'value' is a material consideration when determining planning applications. The value of non-designated heritage varies, and those which have a greater level of historic interest and value to the community will be afforded greater protections.</p> <p>Non-designated assets which will be affected by development proposals should be identified early in the planning process. Pre-application discussions are advised where the application may have local heritage implications.</p> <p>Where appropriate, the local planning authority will create a list of locally designated heritage assets in accordance with best practice guidelines. Additional measures such as 'Article 4 Directions' or legal agreements may be used to give additional protection, where appropriate.</p>
Relevant Plan Objectives:	<p>To ensure that development is designed to a high quality, respects local character and historic assets and minimizes impact on its surroundings</p> <p>To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of [place</p> <p>To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint.</p>
Relevant Strategic Policy:	<p>ER1 Environmental Assets P1 People and Places</p>
Links to other policies:	<p>PD1 Design, PD2 Sites of school and colleges and care institutions in the urban area, CC4 Making the best use of resources, ER4 Green infrastructure, ER7 Landscape Character,</p>
Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans	<p>NPPF Chapter 12 PPS 5 Practice Guide</p> <p>English Heritage Publications</p>

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Policy Title:	ER7 Landscape Character
Policy Text:	<p>1. Development in the countryside will be permitted where proposals protect, enhance or restore landscape character, as appropriate.</p> <p>2. Development on sites on the edge of settlements (including within and outside the urban area) should protect and enhance the positive distinctive features of both the surrounding built townscape and rural landscapes.</p>
Explanation:	<p>The National Planning Policy Framework recognises the importance of landscape. Sefton’s rural landscapes, including its historic landscapes, are a strategic environmental asset which contributes significantly to Sefton’s distinctive character and sense of place. The main components are its generally flat, low lying, and open character, linked to the Coast and Lancashire plain. There are 8 landscape character areas in Sefton, as set out in Figure ER7-1 below.</p> <div data-bbox="453 801 1326 1711" style="border: 1px solid black; padding: 10px;"> <p>Figure ER7-1 Landscape Character Areas in Sefton</p> <p>Sefton Coast</p> <ul style="list-style-type: none"> • <u>Sandy foreshore</u> (the intertidal area) • <u>Coastal dunes</u> (from the west of Blundellsands to the west of Birkdale (including the area west of Hightown, Formby and Ainsdale) • <u>Dune backlands</u> (focussing on the eastern area between Formby and Ainsdale, the southern fringes of Formby, and eastern fringes of Hightown to Crosby, Churchtown and a small area west of Birkdale) <p>Lancashire Plain</p> <ul style="list-style-type: none"> • <u>Coastal Marshlands</u> (north and west of Southport) • <u>Carr farmlands</u> (east of Southport and Formby into West Lancashire, and the Sefton fringe of the Alt Valley from Hightown to Maghull and Netherton) • <u>Estate farmlands</u> (north of Netherton, Thornton and Crosby) • <u>Settled farmlands</u> (east of Maghull, Aintree and Melling, and into West Lancashire) • <u>Enclosed Marsh</u> (a small area north of Southport) <p>Landscape character types, features and characteristics across Sefton are set out in the Landscape Character SPG and Merseyside Historic Landscape Characterisation Project and any additional or subsequent guidance. Similar information is available for West Lancashire – parts of the two districts have the same or similar landscape characteristics.</p> </div> <p>Sefton’s landscapes have evolved to their present form over thousands of years of a combination of natural geomorphological changes and human influence – Sefton’s landscape here has been occupied and lived in for several thousand years.</p> <p>Perhaps the more notable historic landscapes and settlements occur around North Meols / Churchtown, Formby Hall, Ince Blundell, Little</p>

	<p>Crosby and Thornton, Lydiate Hall, Melling Rocks and Melling House.</p> <p>In this policy, and in strategic policy, ER1 'Environmental Assets', 'landscape' refers to the rural landscape including that of Sefton's villages, and includes historic landscape aspects. The landscape (townscape) of Sefton's larger settlements is covered by the 'Design' and related policies.</p> <p>Section 1 of the policy aims to protect, enhance or restore, where appropriate, landscape character as a result of development. Development should not harm the significant characteristics of the particular landscape. A proportionate approach will be taken depending on the qualities and value of the affected landscape. It should be noted that as almost all of Sefton's rural landscapes are within the Green Belt, the principle of development will generally be set out in the other Local Plan policies, notably Policy PD3 'Development in the Green Belt'.</p> <p>The need for protection will generally increase with the rarity of the landscape locally and in some cases regionally, the quality of the site in terms of its landscape character, and historical importance. Where viable and appropriate, landscape character should be enhanced, There may be need for greater enhancements where the site or the wider landscape is degraded, for example on a previously- developed site, close to major route corridors (such as the M57) or within areas which were formerly landfill sites such as the Rimrose Valley or Sefton Meadows.</p> <p>The relative tranquillity and relative absence of light pollution is an important part of the character of some of Sefton's landscapes area is an important part of their character, and this should be born in mind when applying policy PEP1 'Pollution and Hazards'. There is a balance between the new tree planting (in terms of policy ER4 'Green infrastructure') and the character of Sefton's landscapes.</p> <p>Section 2 of the policy focuses on the specific issues at the urban/ rural edge. The policies PD1 'Design' and ER4 'Green infrastructure' are also particularly relevant.</p> <p>While Green Belt policy in effect limits the amount of development in the countryside and Sefton's smaller villages; development, and the amount and location of tree planting in these areas can affect landscape character. Development on sites at the edge of the built up area (whether inside or outside it), including at the edges of housing and employment sites released from the Green Belt, can have a significant impact on landscape character. It is particularly important that development and the amount and design of tree planting on such sites makes the most of opportunities to reflect and reinforce local landscape character including historic landscape values.</p> <div data-bbox="454 1839 1323 2007" style="border: 1px solid black; padding: 5px;"><p>The distinctive features of Sefton's landscape and its qualities include:</p><ul style="list-style-type: none">• Topography, landforms and geology• Coastal foreshore, dunes, pinewoods and coastal parks</div>
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	<ul style="list-style-type: none"> • Patterns of dispersed, or nucleated settlement including relationships between farmsteads • Field patterns and remnants of previous land management regimes • Boundary treatments including field boundaries • Character of drains, ditches, ponds and waterways and their relationship to boundaries, trees or other features • Regular and irregular patterns and species of woodlands, plantations, trees and hedgerows • Distant and open views, tranquillity and remoteness • Character and networks of country lanes • Heathland, wetland or agricultural character • Building materials • Local patterns of ecology and habitats • Leisure and recreational uses • Historic earthworks, buried and built features <ul style="list-style-type: none"> • Historic and cultural connections <p><i>[The above may go into an SPD, as now]</i></p>	
<p>Relevant Plan Objectives:</p>	<p>To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p>	
<p>Relevant Strategic Policy:</p>	<p>ER1 Environmental Assets P1 People and Places</p>	
<p>Links to other policies:</p>	<p>PD1 Design PD3 Development in the Green Belt ER2 Nature conservation and enhancement and geology ER4 Green infrastructure ER6 Heritage Assets PEP1 Pollution and Hazards</p>	
<p>Policy Context:</p>	<p>National Planning Policy Framework EU Directive on Landscape</p>	

Chapter 10. Climate change and carbon reduction

Strategic Policy CC1: 'Managing Climate Change and Reducing Sefton's Carbon footprint'

1. The location and design of development should take every opportunity to mitigate for and adapt to climate change and extreme weather events, and to reduce Sefton's carbon footprint, in terms of:
 - Reducing the risk of flooding from a range of sources and of coastal change
 - Reducing transport emissions
 - Improving access, accessibility and sustainability
 - Reducing energy use and emissions through energy efficiency
 - Using good design to maximise benefits from natural energy and resources
 - Increasing use of decentralised, renewable and low carbon energy
 - Reducing water use and improving water quality
 - Making the best use of sites, buildings and materials
 - Reducing waste and increasing recycling
 - Reducing the impact of climate change on the natural environment
 - Reducing the risks from temperature extremes.

Explanation

Climate change in the North West, including Sefton, is likely to result in:

- Warmer summers and winters, with more temperature extremes
- Drier summers, winters (the same/wetter?)
- More intense rainfall
- More storminess
- Rising sea levels

(UKCIP 2009)

This policy, and supporting more detailed policies, aim to help Sefton both to adapt to climate change (for example through flood risk management) and mitigate it (through reducing carbon emissions (for example from reducing energy and transport emissions, and reducing use of non-renewable resources including water).

Sefton is a low-lying, coastal authority, in the path of prevailing north-westerly winds. This means that it is especially vulnerable to the impacts of climate change in relation to flood risk and storminess.*(General)*

Flood risk and water quality

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. *(Sefton SWMP, GL's SWMP presentation)*

Water quality in Sefton is generally good or moderate, reflecting recent tighter regulation of industrial sites and environmental awareness, although the need to reduce nutrient enrichment and agro-chemical input, and the impact of the legacy of contaminated sediment (from previous industrial use). Nevertheless, the need to protect and enhance water quality remains crucial throughout Sefton, for its own sake and notably to help protect the integrity of the internationally important coastal nature sites and the quality of watercourses flowing in

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these sites and the dune aquifer. (*EA's River Basin Management Plan, North West River Basin District (2009)*)

- Policy CC2 'Flood Risk and Surface water management'
- Policies PD1 'Design' and CC4 'Making the best use of resources'

Coastal Change

The coastline –notably the natural coast - is vulnerable to limited change (erosion) south of Hightown and from the mouth of the River Alt northwards around Formby Point to Weld Road, Southport, although north of the Pier the coastal salt-marsh is extending seawards. (*Shoreline Management Plan for sub-cells 11a and 11b (SMP2) (2011, general)*)

- Policy ER5 'The Sefton Coast and development'

Transport and accessibility

The National Planning Policy Framework calls for local plans to focus significant development in locations which are or can be made sustainable, where the need to travel will be reduced and the use of sustainable transport - such as walking, cycling, public transport or low-emissions vehicles - can be as high as possible. This can help to reduce greenhouse gas emissions, to support Sefton in moving to a low carbon future. It is also important to make appropriate provision for transport infrastructure.

- Policy PC1 'Access and facilities'
- Policy SR10 'Transport'

Energy

Sefton has a good record in working with developers to secure provision of energy from on-site renewable sources for major non-residential development, achieving high Code for Sustainable Homes (in the Housing Market Renewal Areas of Bootle) and BREEAM (New schools) ratings, and has seen recent on-shore (Port) and off-shore wind turbine developments as well as combined heat and power (district heating) schemes in developments (Port). Studies have shown that Sefton may have some potential for further renewable energy infrastructure developments.

Fuel poverty is an issue in much of Sefton (which a recent multi-million pound (REECH) programme targeting energy efficiency, together with other initiatives, has had significant success in reducing). The local aspiration to reduce fuel poverty ties in with national and local targets to reduce energy use and CO2 emissions, and to support appropriate renewable and low carbon energy schemes in Sefton as well as the low carbon economy generally. (*Planning Services Records, LCR Renewable Energy Study (2010), REECH documents, Affordable Warmth Strategy*)

- Policy CC3 'Energy and Carbon Reduction'
- Policies PD1 'Design' and CC4 'Making the best use of resources'

Careful use of resources (including water) and sites

United Utilities' Water Resources Management Plan (2009) indicates no potential shortfall in the amount of water needed up to 2034/35, in the Integrated Zone which covers Sefton and most of the rest of North-West England. However, this is meeting of demand is due to increased water management measures such as leakage reduction, water efficiency and water source enhancements. Efficient use of water in development is therefore important, not least in potentially reducing the need for abstraction of local groundwater.

(*UU's Water Resources Management Plan (2009), esp table 13.1*)

'Water poverty' is potentially important in Sefton, given the existing evidence of 'fuel poverty'. Section 1 of the policy addresses these issues.

- Policy PD1 'Design' and CC4 'Making the best use of resources'
- Policy CC2 'Flood Risk and Surface water management'

Waste

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. The joint Waste Local Plan for the Liverpool City Region (LCR) promotes sustainable waste management for all waste streams across the six LCR districts.

- Policy CC5 'Waste.'

Impact on green infrastructure - Reducing the impact of climate change on the natural environment

The National Planning Policy Framework recognises the role of green infrastructure in helping adapt to and mitigate for climate change. Sefton's more detailed policies also recognise the importance of green infrastructure in Sefton, and the range of functions and benefits which it provides. Green infrastructure reduces air pollution, and air temperatures locally, and this may have health benefits, particularly in heatwaves.

(<http://www.greeninfrastructurenw.co.uk>, *A Green infrastructure plan for the Liverpool City Region (2011)*, [draft] *Green Space Study (2011)*)

Sefton's internationally important coastal nature sites are particularly vulnerable to 'coastal squeeze' due mainly to climate change, rising sea levels, characteristics of the dune aquifer, and the proximity of existing urban areas. Agricultural land (including that which is best and most versatile) lies mainly within low-lying areas reliant on pumped drainage. It is particularly vulnerable to changes in rainfall amounts and intensity, land drainage and flood risk management.

(*Alt-Crossens FRM Strategy, Agricultural Land Study, national information, Green Space Strategy*)

- Policy ER4 'Green infrastructure'
- Policy ER5 'The Sefton Coast and development'
- Policy ER2 'Nature conservation and enhancement and geology'
- Policy CC2 'Flood Risk and Surface water management'

Temperature extremes

It is likely that the impacts of climate change in Sefton will include more extreme summer temperatures. Past evidence in the UK and Europe indicates that this can cause or exacerbate health problems, including deaths, particularly in vulnerable groups such as the elderly or the very young. Design and layout of sites and buildings, and the presence of green infrastructure notably trees or water, may help reduce temperatures. This may be directly through shade, or by reducing passive solar gain inside buildings. Trees and planting (through the cooling effects of evapo-transpiration) and water can reduce air temperatures locally. The choice of materials and finishes for buildings and hard landscaping may also affect temperatures, due to differences in absorbing heat (from the sun),

Sefton has considerable areas of sandy and peaty soils as well as clay and other soils. Some are particularly vulnerable to soil loss, erosion, shrinkage/expansion or instability (which could affect stability of buildings, structures and infrastructure). Climate change may increase these soil and landscape vulnerabilities.

(*Agricultural Land Study, national information, Sefton's Climate Change Adaptation Plan and corporate workshop discussions thereon, consultee comments on Core Strategy Options (2011)*)

More generally, likely changes in temperature and rainfall will affect the range of suitable plants in urban and rural developments, as well as biodiversity across Sefton. (*Alt-Crossens FRM Strategy, Agricultural Land Study, national information, Green Space Strategy*)

- Policy ER4 'Green infrastructure'
- The policy approach to land resources including soil and best and most versatile agricultural land is set out in the National Planning Policy Framework.

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Policy Title:	CC2 Flood risk and surface water management
Policy Text:	<p>1. Development should be located in areas at lowest risk of flooding, following a sequential approach to flood risk which demonstrates that there are no alternative reasonably available sites which are at lower risk from flooding; and that within the site, buildings are located in the areas at lowest risk of flooding.</p> <p>2. Development will be permitted where it is demonstrated that:</p> <p>a) The development, over its lifetime is safe and is for an appropriate use given the level of flood risk;</p> <p>b) Surface water is managed sustainably within the site as far as possible; and surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for brownfield sites and for greenfield sites do not exceed greenfield rates.</p> <p>Development incorporates sustainable drainage systems in preference to removal of surface water through existing sewers. Robust justification is required for any development seeking to connect surface water run-off to a public sewer network.</p> <p>Where possible sustainable drainage systems should incorporate:</p> <ul style="list-style-type: none"> • Above ground, natural drainage features rather than engineered or underground systems, • Enhancements to water quality, • Creation of new wetland or other habitats and enhancements to existing habitats; <i>and</i> <p>c) Flood risk from all sources has not been increased, and where possible has been reduced (in addition to the provisions of section 2b above), within the site or elsewhere.</p> <p>3. Site-specific Flood Risk Assessments will be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas.</p> <p>4. Sustainable drainage schemes (SuDS) under section 32 and Schedule 3 of the Flood and Water Management Act 2010 should meet the criteria set out in section 2 above, in addition to the National Standards.</p>
Explanation:	<p>Paragraphs 99 to 104 of the National Planning Policy Framework and its Technical Guide refer to flood risk management, including the need to develop policies to manage flood risk from all sources and take opportunities offered by new development to reduce the causes and impacts of flooding. Sefton has prepared a Strategic Flood Risk Assessment (SFRA) 2013, in line with this national guidance.</p> <p>The National Planning Policy Framework and its Technical Guide deal in</p>

some detail with river and tidal flood risk, which affect some parts of Sefton as set out in the SFRA.

However, the SFRA and Surface Water Management Plan (SWMP) indicate that surface-water flood risk is the most significant flood risk in Sefton. Around 40,000 of 120,000 properties (around 33%) are affected by surface-water flood risk at the 1 in 100 year event. Climate change, and notably the likelihood of increased rainfall intensity, is likely to increase the risk of surface water flooding (and flooding from other sources) and/or the challenge of managing it effectively.

Hence, it is important in Sefton that new development manages and in some cases reduces surface water flood risk, and manages surface water sustainably through use of sustainable drainage systems (SuDS). The requirements in section 2(b) for development on brownfield sites to reduce surface water run-off rates and volumes by 20% (compared to the pre-existing rates), and for greenfield sites not to exceed greenfield rates are based on the recommendations in the SFRA and the SWMP. This applies to extensions as well as new buildings, although it is accepted that section 2(b) may not always be achieved in schemes which are purely changes of use.

This management of surface water runoff links to the Local Flood Risk Strategy, also produced by the Council in response to its legal duty to manage flood risk from surface water, groundwater and other 'local' sources. Applicants should refer to national or local guidance on SuDS, such as the CIRIA SuDS Manual and RSPB/WWT SuDS guidance).

Section 32 and Schedule 3 of the Flood and Water Management Act 2010 in effect require Councils to approve SuDS schemes which meet national and local requirements, and to adopt such approved schemes once completed. These provisions of the Act have not yet been implemented, but it is anticipated that they will be implemented early in the Plan period. However, sections 2(b) and 4 of the policy set out Sefton's local requirements, once the provisions come into effect.

As set out in the 'Green infrastructure' policy, such adopted SuDS schemes, together with any other areas which are formally designed to manage surface water or other flood risk (for example, Lunt Meadows washland) are important components of Sefton's green infrastructure. As such they should be protected from development which would harm these flood risk management functions, and applicants should also refer in particular to the 'Green infrastructure' policy.

A key aspect of green infrastructure is that it may have many functions, as set out in Figure G1; for example nature or public recreation functions. An aim of section 2(b) of this flood risk and surface water management policy is to make sure that SuDS have other functions, where appropriate.

Another aim of sections 2(b) and 2(c) of the policy is to help implement the Environment Agency's River Basin Management Plan (which relates to Water Framework Directive requirements). This emphasises wider water quality measures, not just reducing pollution from run-off and discharges, including:

- Redeveloping older industrial sites near to watercourses (e.g.

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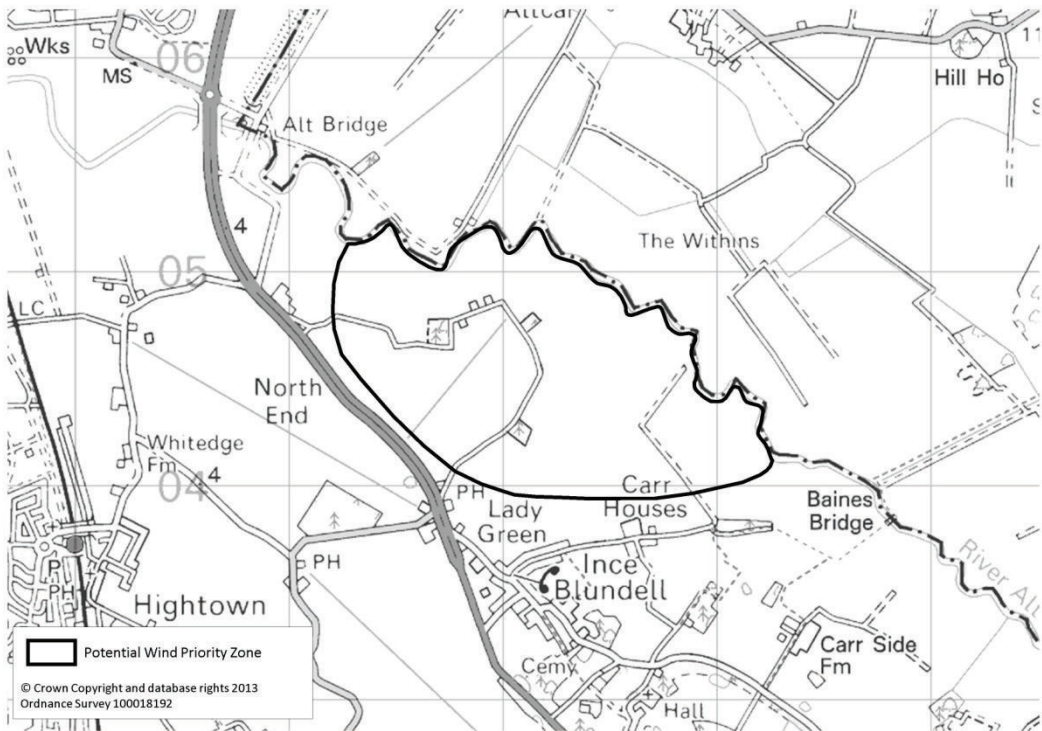
	<p>because of historic pollution) for less polluting uses like housing</p> <ul style="list-style-type: none"> • Making river channels more natural and less engineered, e.g. creating new flood storage areas, removing structures which might impede flow • Opening up culverts in (re)development sites – again to make the river more natural. • Improving biodiversity, linked to improvements in water quality. <p>Water quality in Sefton is generally good or moderate. There is a need to protect & enhance water quality for its own sake and to help protect the integrity of the coastal nature sites and the quality of watercourses flowing into them and the dune aquifer.</p> <p>As part of making sure that flood risk is not increased elsewhere, as set out in section 2(d) of the policy, applicants should also follow existing 'good practice' and Environment Agency bye-laws, such as not building within 8m/10m of watercourses or defences, not building over culverts and opening them up where practicable.</p> <p>The National Planning Policy Framework sets out national requirements for site-specific Flood Risk Assessments. The additional, Sefton-specific requirement in section 3 of this policy is for site-specific Flood Risk Assessments in Critical Drainage Areas for surface water. This reflects the significance of surface water flood risk in Sefton. The Critical Drainage Areas are identified in the Sefton Surface Water Management Plan (2011) and reproduced in the Strategic Flood Risk Assessment (2013).</p> <p>Site-specific Flood Risk Assessments are a key tool for demonstrating that flood risk from all sources has been taken into account and managed appropriately. Section 3 aims to make sure that development in the parts of Sefton where surface water flood risk is most significant take it properly into account.</p>
<p>Relevant Plan Objectives:</p>	<p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint. (2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p>
<p>Relevant Strategic Policy:</p>	<p>CC1 Climate Change and Carbon reduction ER1 Environmental Assets</p>
<p>Links to other policies:</p>	<p>ER2 Nature conservation and enhancement ER4 Green infrastructure ER5 The Sefton Coast and development PD1 Design</p>
<p>Policy Context:</p>	<ul style="list-style-type: none"> • National Planning Policy Framework and Technical Guide • Flood & Water Management Act 2010 • [draft] Local Flood Risk Strategy (2013) • Environment Agency River Basin Management Plan / Water Framework Directive

Policy Title:	CC3 Energy and carbon reduction
Policy Text:	<p><u>Energy efficient and low carbon design</u></p> <ol style="list-style-type: none"> 1. The design of development should achieve reductions in greenhouse gas emissions through: <ol style="list-style-type: none"> a) Making the most of natural solar gain through site and building layout and design; b) Energy efficiency measures; c) Use of low carbon, decentralised and renewable energy, including micro-generation, where practicable; <i>and</i> d) Provision of infrastructure for low emissions vehicles, where practicable or where the development is within the scope of an approved or committed Council or partner programme. 2. Development should meet national standards for energy efficiency or any future locally-determined standards. Extensions will be permitted where the energy efficiency of both the proposed extension and of the existing home meets these standards. 3. Larger housing development schemes and major non-residential development should incorporate renewable energy measures to provide at least 10% of the predicted energy requirement from on-site or decentralised renewable energy sources. 4. Where it is not viable for development to meet these energy standards and targets set out in sections 2 to 4 above, applicants should consider compensatory provision, including financial contributions, within the context of the Government's emerging 'Allowable Solutions' framework or the Council's approved energy strategies. <p><u>Low carbon, renewable and decentralised energy Infrastructure</u></p> <ol style="list-style-type: none"> 5. Development in appropriate locations for large scale grid-connected renewable energy infrastructure and equipment, and for decentralised, renewable and low carbon energy schemes, will be permitted where they do not result in unacceptable harm to the local environment which cannot be mitigated successfully. <p style="margin-left: 40px;">This includes the area of search for wind energy at Ince Blundell and the priority zone for district heating at Kew, Southport.</p> <p style="margin-left: 40px;">Proposals within the Green Belt will need to demonstrate that the wider benefits of the development outweigh the potential harm to the Green Belt.</p> <p style="margin-left: 40px;">Appropriate provision for mitigation or compensation should be made to make sure that proposals do not have an adverse effect on internationally important nature sites. 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.</p> 6. New-build development proposals (excluding extensions) should use available local opportunities for decentralised or district heating. Such development proposals in an area which could be served by an existing or committed decentralised or district heat network should:

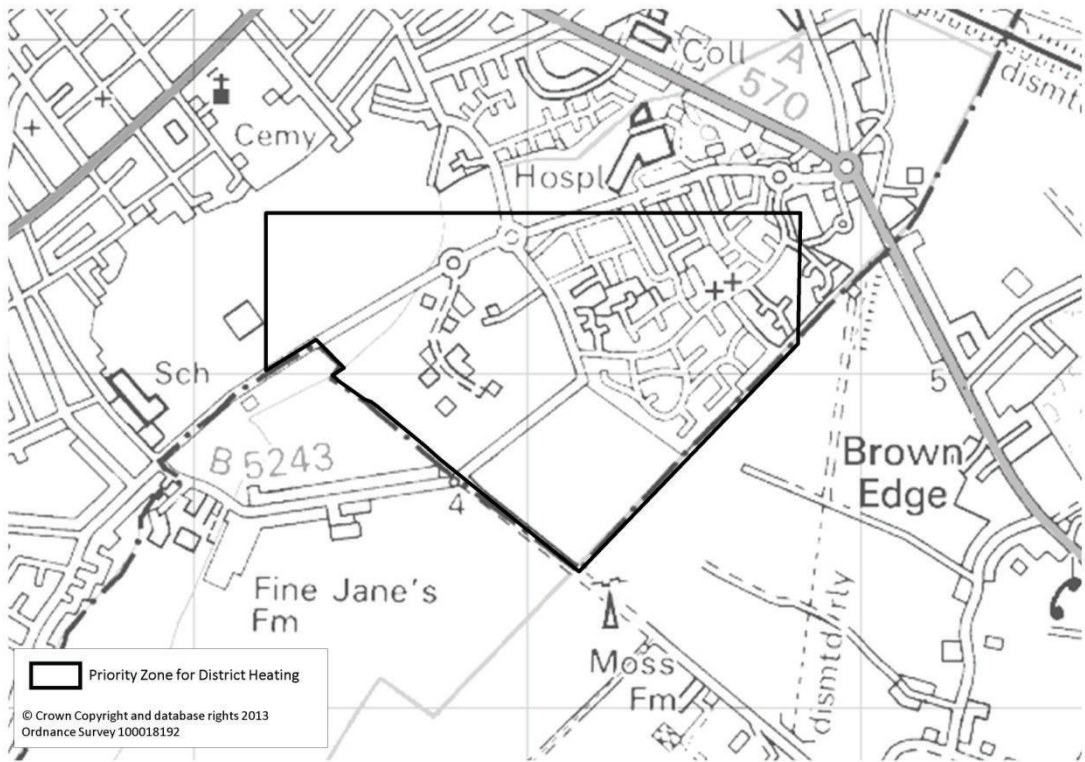
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	<ul style="list-style-type: none">a) Include the necessary network and other infrastructure within the site and scheme;b) Be constructed, located and designed to allow future connectivity; andc) Contribute an appropriate amount to the capital cost of the network provision. <p>Where it is not practicable for development to achieve this, applicants should consider compensatory provision, including financial contributions, within the context of the Government's emerging 'Allowable Solutions' framework or the Council's approved energy strategies and plans.</p>
Alternatives Considered:	The NPPF requires Local Plans to help secure radical reductions in greenhouse gas emissions and support the delivery of low carbon and renewable energy and infrastructure (para 93). LPAs are also required to support the move to a low carbon future and to actively support energy efficiency improvements to existing buildings (para 95). Thus there are no reasonable alternatives to this policy.

Proposed area of search for wind energy at Ince Blundell



Proposed priority zone for district heating



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<p>Explanation :</p>	<p>This Energy and carbon reduction policy reflects the Council's on-going commitment to reducing carbon emissions in Sefton, increasing the use of sustainable energy, increasing energy efficiency in new and existing buildings, and reducing fuel poverty.</p> <p>Sefton has a good track record of achieving this, for example:</p> <ul style="list-style-type: none">• Reducing its own carbon emissions and energy use (Carbon Management Plan),• £14m REECH programme of energy efficiency measures in existing homes in Sefton and across the Liverpool City Region,• Achieving the 30% reduction target for energy use in local authority housing between 1996 and 2011 (set out in Sefton's first Home Energy Conservation Act (HECA) Plan,• Implementing the 2006 Unitary Development Plan policy DQ2 'Renewable Energy in development' which required major non-residential development to provide the capacity for 10% of its energy use from on-site renewable sources. <p><u>Energy efficient and low carbon design</u></p> <p>In section 1 of the policy, the requirement to provide infrastructure for low emissions vehicles links to paragraph 35 of the NPPF, which says that, where practical, development should incorporate facilities for charging plug-in and other ultra-low emission vehicles, where practicable or where the development is within the scope of an approved or committed Council or partner programme.</p> <p>Section 2 of the policy seeks the highest practicable energy efficiency standards. The Government has stated its intention to raise the standards set out in Part L of the Building Regulations over time, in line with the higher levels of the Code for Sustainable Homes or/BREAAM levels (although these are currently under review). The Building Regulations are the appropriate standard for section 2 of the policy until other national or local standards are in place, in which case the latter will take precedence. The Council would positively encourage developments which achieve greater energy efficiency standards.</p> <p>In the policy, including section 4, viable means appropriate, technically feasible and financially viable. In assessing whether a scheme is viable, wider considerations than carbon reduction, cost and fuel security may apply. For example, the likely impact on heritage assets including Listed Buildings and Conservation Areas or other environmental assets may be important.</p> <p>Section 2 of the policy also seeks to improve the energy efficiency of existing buildings, linked to proposals for extensions or additional floor space for existing homes and other properties. This is in line with paragraph 95 of the National Planning Policy Framework which promotes active support for energy efficiency improvements to existing buildings. <i>[May produce an SPD]</i></p> <p>Section 3 also seeks to retain the Sefton's commitment to seeking provision of on-site renewable energy for major non-residential development, as part of the overall approach to energy use and efficiency. Major non-residential</p>
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development means new build development with a gross floorspace of 1,000 sq m or more. Section 3 also extends this commitment to larger housing schemes. These are schemes of 50 or more new build homes or conversions which create 50 or more new homes.

Where developers cannot meet the standards set out in the policy, any compensatory provision, including financial contributions should be used to support approved projects within the context of the Government's emerging 'Allowable Solutions' framework or the Council's approved energy strategies and plans.

As well as the Government's emerging 'Allowable Solutions' framework, current Council priorities are set out in the LCR Sustainable Energy Action Plan, Sefton Sustainable Energy Action Plan and the Home Energy Conservation Act (HECA) Plan 2013. The HECA Plan 2013 gives priority to reducing fuel poverty in Sefton.

These include Council energy plans and strategies include projects for energy efficiency improvements to existing homes, in line with paragraph 95 of the NPPF. These would complement the energy efficiency improvements to existing buildings set out in sections 2 and 3 of the policy.

Low carbon, renewable and decentralised energy Infrastructure

This part of the policy –sections 5 and 6 - sets out a supportive framework for delivering low and zero carbon energy infrastructure, in line with the NPPF and local and sub-regional strategies and plans. It will help Sefton to deliver carbon reduction targets and increase the proportion of decentralised and low carbon energy, to help achieve a low carbon economy for Sefton.

It draws on the LCR Renewable Energy Capacity Study 2011 (Renewable Energy Study), which provides evidence of the opportunities for renewable and low carbon energy in Sefton and the City Region, West Lancashire and Warrington. It considered the viability of different forms of energy generation, identified possible constraints, set out suitable areas of least constraint and greatest resource, and sets indicative renewable and low carbon energy generation targets for each of the districts.

Section 5 of the policy refers to large scale grid-connected renewable energy infrastructure and equipment *including* wind, solar photovoltaics, and Combined Heating and Power, or District Heating, schemes.

The area of search for wind energy at Ince Blundell and the priority zone for district heating at Kew, Southport (using biomass Combined Heat and Power) are based on the evidence and conclusions set out in the LCR Renewable Energy Capacity Study 2011 (Renewable Energy Study). The Study and this policy approach recognise that other sites may also be suitable.

[These areas are due to be shown on the Policy Map at the Publication Stage of Local Plan preparation. The relevant areas are shown in the attached plans, for information].

The 'Onshore Wind Area of Search' at Ince Blundell is adjacent to another Area of Search in West Lancashire; Areas of Search that form the best

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estimate of where wind energy generation may be most effective but have not been subject to an assessment of some major constraints or full viability. It notes that other sites where wind speeds are high may also be suitable for onshore wind development.

Offshore wind energy schemes, such as the existing wind turbines of Burbo Bank in Liverpool Bay, are outside the authority of the Council.

Mitigation of harm to the local environment in sections 5 and 6 will be considered in relation to the likely impacts on:

- Local residents (including flicker noise and shadow flicker for wind energy proposals);
- Air, water and soil quality [TV etc reception?], and potential noise, light pollution;
- Green infrastructure, including ecology;
- Land resources including agricultural land;
- The historic environment including designated and non-designated heritage assets;
- Landscape character and value (including cumulative impacts);
- Transport, aviation navigation systems and communications;
- Flood risk;
- Other locally important issues and issues of acknowledged importance; and
- Community benefits associated with the proposal.

Proposals within the Green Belt will need to demonstrate that the wider benefits of the development outweigh the potential harm to the Green Belt. With respect to internationally important nature sites such measures will need to be sufficiently extensive to enable a conclusion of no adverse effect on integrity unless it can be demonstrated that there are both no alternatives and Imperative Reasons of Overriding Public Interest. Such measures refers to mitigation and/or compensatory provision, as referred to in policy N 'Nature conservation and enhancement and geology,' whose provisions also apply.

While these issues relate mainly to larger scale schemes, they may be relevant also to smaller schemes. For example the benefits of micro-generation would rarely outweigh adverse affects on heritage assets.

Section 7 of the policy would include any community-led initiatives for decentralised, renewable and low carbon energy schemes, including those put forward in Neighbourhood Plans .

The Council's support for renewable energy includes the provision for new build development (excluding extensions) to use available local opportunities for decentralised or district heating, in section 7. The Council would also encourage this for conversions.

Such schemes are often complex. District heating generally requires a range of types of users and high demands and number of users in reasonable proximity. Schemes are often best located within or close to a large built-up area with a range of land uses. Schemes also require sustained input and commitment from many partners. .

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	<p>Thus the Council recognises, in section 7, that it is reasonable for developers to meet the criteria in set out in the section, where a scheme is already in place or where there is a firm proposal to set one up. It would, however, encourage developers to take a pro-active role in initiating such schemes.</p> <p>Where these criteria are in place, but it is not viable for a development scheme to meet them, the applicant should consider compensatory provision, including financial contributions, within the context of the Government's emerging 'Allowable Solutions' framework or the Council's approved energy strategies and plans. These are discussed in more detail above.</p>
Relevant Plan Objectives:	<p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint. (1) To support urban regeneration and priorities for investment in Sefton</p>
Relevant Strategic Policy:	Managing Climate Change and Reducing Sefton's Carbon footprint.
Links to other policies:	<p>PD1 Design CC4 Making the best use of resources SR2 Extent of the Green Belt ER2 Nature conservation and enhancement ER6 Heritage Assets ER7 Landscape Character</p>
Policy Context:	<p>NPPF paras 93 -98, and para 35 Climate Change Act 2008 LCR Sustainable Energy Action Plan 2012 Sefton Sustainable Energy Action Plan (draft) 2013 Sefton Home Energy Conservation Act (HECA) Plan 2013 Sefton Economic Strategy (2013) Merseyside Local Transport Plan</p>

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Policy Title:	CC4 Making the best use of resources
Policy Text:	<p>1. Development should be sustainable in terms of the consumption of resources, including water. The design and layout of sites and buildings and the methods of construction should:</p> <ul style="list-style-type: none"> a) Achieve efficiency in the use of land and buildings by re-using buildings and sites (brownfield land) where possible, b) Achieve reductions in the use of non-renewable resources, through: <ul style="list-style-type: none"> • Water efficiency, including recycling of ‘grey-water’ where practicable, • Re-using and recycling existing materials where practicable, • Use of materials from renewable or sustainable sources where practicable, • Use of sustainable drainage systems in line with the provisions of policy ‘Flood risk and surface water management’, and • Energy efficiency and use of renewable and low carbon energy in line the provisions of policy E ‘Energy and Low Carbon development’” <p>2. Larger housing development schemes and major non-residential development should meet national standards, or any future locally-determined standards, for internal and external water use, health and well-being and ecology.</p> <p>3. New residential development should achieve a minimum density of 30 dwellings per hectare, except where a lower density can be justified having regard to the prevailing layout and character of the immediate surrounding area.</p>
Alternatives Considered:	An alternative approach is to include this policy within a wider ‘Design’ policy, but this was considered to be confusing.
Explanation:	<p>The National Planning Policy Framework requires development to be sustainable and to use natural resources prudently. This policy sets out Sefton’s priorities for achieving this.</p> <p>Sefton has a good track record of achieving high rates of development on brownfield sites (100% for most of the 2000s). However, studies such as the Strategic Housing Availability Assessment (SHLAA), housing need study, Employment Land and Premise Study (ELPS) produced during the Local Plan preparation process show that the supply of brownfield land is running out and that we need to look outside the existing built up area and develop some greenfield sites. Nevertheless, the choice of Preferred Option and development sites has sought to reduce the extent of these sites. Other Local Plan policies – for example regarding density and design quality - help to achieve this.</p> <p>Sefton has a good track record of seeking sustainable development, for example for major housing [re]development in the HMRI area which achieved specific EcoHomes, Code For Sustainable Homes or Building for Life standards; new schools and colleges built in the 2000s and other development (such as the ‘exemplar’ Asda store in Bootle and various</p>

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	<p>industrial developments. Sefton is committed to this approach - not just for energy but also for other aspects of sustainable design - and this policy seeks to consolidate past successes.</p> <p>National emphasis has been on energy rather than other sustainable design and resource issues such as use of resources and health and well-being which are important in the Sefton context. 'Water poverty' is also potentially important in Sefton, given the existing evidence of 'fuel poverty'. Section 1 of the policy addresses these issues.</p> <p>Section 2 of the policy refers to standards. While the higher levels of the Code for Sustainable Homes and BREEAM schemes (currently under review) have set out higher aspirations, current national standards are set out in Part L of the Building Regulations. The Building Regulations remain the appropriate standard for section 2 of the policy until other national or local standards are in place, in which case the latter will take precedence. The Council would positively encourage developments which achieve greater energy efficiency standards.</p> <p>Major non-residential development means new build development with a gross floorspace of 1,000 sq m or more. Section 3 also extends this commitment to larger housing schemes. These are schemes of 50 or more new build homes or conversions which create 50 or more new homes</p> <p>Higher development densities can play a part in efficiency in the use of land and buildings, as set out in section 3 of this policy. However, density of development, including housing density, should be compatible with good design and respect local character and distinctiveness, as set out in policy PD1 'Design'.</p> <p>The minimum residential density target is a broadly a continuation of the approach in the previous Unitary Development Plan and in the former Planning Policy Statement 3: Housing. The minimum density of 30 dwelling per hectare has worked well in Sefton, allowing for a range of development types to be accommodated whilst ensuring an efficient use of land.</p> <p>However, in some areas of Sefton the prevailing character is of detached, low density housing. In these areas, the minimum density target will not be applied where it is judged that meeting this would result in development out of character with the surrounding area.</p>
<p>Relevant Plan Objectives:</p>	<p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint.</p> <p>(7) To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.</p>
<p>Relevant Strategic Policy:</p>	<p>CC1 Managing Climate Change and Carbon Reduction</p>
<p>Links to other policies:</p>	<p>PD1 Design CC2 Flood risk and surface water management CC3 Energy and carbon reduction PH1 Health and well-being ER6 Heritage Assets</p>
<p>Policy Context:</p>	<p>National Planning Policy Framework Code for Sustainable Homes / BREEAM UU's Water Resources Plan Merseyside Waste Plan (MWDA Plan)</p>

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Policy Title:	CC5 Waste
Policy Text:	<p>The Council will promote sustainable waste management in accordance with the waste hierarchy. As set out in the Merseyside and Halton Waste Local Plan it will work to:</p> <ul style="list-style-type: none"> • 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 of site waste management plans and audits; and • Ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the Borough <p>The allocation of sites and detailed development management policies are provided in the Merseyside and Halton Waste Local Plan.</p>
Explanation:	<p>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.</p> <p>Agreement was reached between Sefton Council, the other Merseyside Councils and Halton Council to prepare a joint Waste Local Plan (formerly known as the "Waste DPD") for the Liverpool City Region area. The Merseyside and Halton Waste Local Plan has been prepared by Merseyside Environmental Advisory Service (MEAS), and promotes sustainable waste management for all waste streams across the six constituent districts. Decisions regarding planning for new waste management facilities should comply with policies in the Waste Local Plan, this policy and other relevant policies in the Local Plan.</p>
Relevant Plan Objectives:	<p>4. To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint.</p> <p>6. To ensure that development is designed to a high quality, respects local character and heritage assets and minimises impact on its surroundings.</p> <p>9. To make sure that new developments include the essential</p>

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	infrastructure, services and facilities that it requires. 12. To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.
Relevant Strategic Policy:	CC1 Climate Change
Links to other policies:	ER3 Minerals
Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans	Waste Local Plan NPPF

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SD1 Presumption in favour of sustainable development

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.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then 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 policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in the Framework indicate that development should be restricted.

Strategic policy P1: 'People and Places'

1. Development should have a beneficial impact on people and the places where they live. This should include:
 - Maintaining and enhancing the local distinctiveness and character of towns, villages and neighbourhoods,
 - A high quality design, in terms of building and their relationship to their surroundings,
 - Making it easier for people to lead a healthy, active lifestyle,
 - Better connected communities,
 - Improve access to a choice of homes, education, jobs, services and facilities, culture and leisure opportunities and outdoor recreation, particularly by walking, cycling and public transport,
 - Safe neighbourhoods, with reduced fears of crime and anti-social behaviour,
 - Protecting amenity, especially residential amenity
 - Minimise pollution and reduced risk to health,
 - Local participation in decision making.
2. Development should be supported by a suitable range of services and facilities that meet the everyday needs of people, such as schools, health facilities, open spaces, public transport, shops and other local services. .
3. Town and Local centres and shopping parades should continue to be the main location for a diverse range of local uses that residents visit regularly.

Explanation

Planning decisions can impact on the lives of people in many ways. It can determine the type, availability, quality and affordability of homes, provide places where people can work, impact on how people choose to travel, impact on their lifestyle and health, and affect the general quality life and place.

The Framework makes it clear the importance of engaging with communities in the preparation of Local Plans so that they reflect a set of agreed priorities for the area. This policy sets out the key priorities for the Local Plan for issues that can directly impact on people and places. These have come about through a number of consultation stages, a review of plans and policies of the Council and its partners and an assessment of the evidence. Detailed policies in this section set out how these priorities will be implemented.

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Design / local distinctiveness /character

Policy Title:	PD1 Design
Policy Text:	<ol style="list-style-type: none">1. Development will be permitted where it is of high quality design that responds positively to the townscape, local character and distinctiveness of its surroundings.2. In areas where there is a lack of local character and distinctiveness, rather than reproducing any negative aspects and form of its surroundings development will need to demonstrate a distinctive quality to help to positively respond to its local environment.3. In order to be of high quality design, consideration will be given specifically to the following points:<ul style="list-style-type: none">• Scale, density, massing, height, landscape, layout, alignment, orientation, materials, access, active frontages, townscape, architecture and amenity.• Promotion of retaining or creating landmark and gateway features particularly on corner or focal points in order to assist in legibility and creating or maintaining local distinctiveness.• Ease and safety of movement by creating new routes through identified development sites that integrate well with existing street patterns, priority should be given to the connectivity and permeability afforded to pedestrians, cyclists and those with limited mobility.• Safety and security of those within and outside the development through natural surveillance and creation of active frontages.• Preservation and enhancement of views towards, within and out of the development, especially for green edge sites where improvement of views into a townscape can help mitigate negative impact on openness.• Flexibility and adaptability to change in order to be sustainable and where possible provide buildings and spaces that could have alternative uses in future and that are adaptable to climate change and the various technologies associated with delivering renewable energy.• The delivery of high quality well connected and well maintained public realm, providing a range of spaces, enabling people to lead a healthy, active lifestyle, whilst helping to prevent crime and anti-social behaviour.• Where there is a mixture of uses within a development site care needs to be taken in order to effectively combine and integrate the different uses in a well thought out and holistic manner, including the protection of amenity.

<p>Explanation:</p>	<p>Section 7 of the National Planning Policy Framework urges the need for good design as a key aspect of sustainable development. Design relates to the success of many different aspects, objectives and targets such as economic prosperity, provision of new homes and public spaces, sustainability, well integrated communities, accessibility, legibility, adaptability and diversity. High quality and inclusive design – including for individual buildings, larger schemes, public and private spaces - should contribute positively to making places better for people.</p> <p>This policy encourages development to create distinctive, sustainable places, by promoting mixed use areas, integrating residential development with community facilities, retail, other service provision, public space and public transport.</p> <p>The policy sets out general design criteria, which reflect relevant national guidance. The precise level of detail in any design and access statement or appraisal will vary from one site to the next. Other Local Plan policies deal with more specific design issues - for example those relating to sustainable design, energy and carbon reduction, sustainable surface water drainage (SuDS), and landscaping.</p> <p><u>Procedures</u></p> <p>Proposals should take account of the characteristics of the site and its surroundings. When a design and access statement is necessary, it should include the following information and assessments of:</p> <ul style="list-style-type: none"> • The general character and distinctiveness of local buildings, spaces, public realm and landscape. • Landmarks and other features that are key to maintaining its local distinctiveness. • The diversity or uniformity of urban grain, style, construction, materials, detailing, decoration and period of existing buildings and spaces. • The topography of the site and surrounding area. • Views into and out from the site and its surroundings, such as streetscene elevations, visual demonstration of views of the proposed development • The current and historic uses in the area. <p>To help major developments achieve high standards of design, they may be required to go through the national design review process (currently facilitated by Places Matter). Any recommendations from the Panel may be taken into consideration.</p> <p><u>Local Distinctiveness and Context</u></p> <p>Local character and distinctiveness plays a key role in defining a place and in reinforcing local pride, and should influence high quality design for new development. Where new development relates well to its surroundings, it is more likely to make a greater contribution to sustainability.</p> <p>Sefton has many diverse and distinctive areas of local character and identity. The character of larger areas of Bootle, Crosby, Formby, Maghull-Aintree and Southport has been set out in “Settlement</p>
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Character Plans”, which are relevant as an overview. Some areas may have more detailed information available – for example forthcoming Neighbourhood Plans, masterplans or Conservation Area Appraisals. The residential density approach, outlined in Policy CC4 ‘Making the best use of resources’, may also be relevant. Rural landscape character types, features and characteristics across Sefton are set out in the Landscape Character SPG and Merseyside Historic Landscape Characterisation Project.

Place Making

It is important when creating new neighbourhoods and regenerating deprived neighbourhoods that they have a real sense of quality, place and identity. They should be integrated with the adjacent settlement pattern and land-uses and have good connections by all means of transport (including walking and cycling) to jobs, education, health and other facilities.

New development should integrate with the existing street pattern and services where possible. This can help improve legibility - making it easier for people to understand their surroundings and how to move through them. It also improves permeability - ease of movement along a variety of safe, convenient and pleasant routes with priority for walking, cycling, those with limited mobility and public transport. Policy PC1 ‘Access and facilities’ is relevant to this.

Where new development sites are at the urban fringe (which in Sefton is usually the boundary with the Green Belt) or next to public open spaces, it is particularly important to take opportunities to protect and enhance the positive distinctive features of both the surrounding built townscape and rural landscapes, in line with policy ER7 ‘Landscape Character’. Similar considerations apply to sites next to public open spaces.

Environmental sustainability

In order to increase environmental sustainability, where possible buildings and spaces should be designed in an adaptable and flexible manner. This could include floor layouts, architectural details, positioning of openings and integrated features to make it easier to extend or re-use for a number of different functions

Further sustainable design principles include those outlined in national guidance and good practice guidance (e.g. as produced by CABI Design Council).

Development should also be designed to be as energy and water efficient as possible, and to use resources sustainably. Policies CC3 ‘Energy and carbon reduction’ and CC4 ‘Making the best use of resources’ may also be relevant.

Safety, security and amenity

High quality places bring wider sustainability and community benefits, such as better health and education outcomes, reduced levels of crime, and improvements in community cohesion and social inclusion.

They can have a significant value to a community, provide local focal points and can offer spaces for recreation or for people to meet

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	<p>establishing and maintaining economic vitality and sustainable communities.</p> <p>This will create places where people will want to live and reinforce the importance of reducing crime and the fear of crime. A better understanding of these issues is provided in detailed national guidance including best practice guidance.</p> <p>Provision of high quality space around buildings – whether public or private space, green or hard-surfaced – is integral to good design. The provisions of Policy ER4 ‘Green infrastructure’ are relevant, especially the sections relating to landscaping. There is also a need to manage surface water sustainably, as set out in policy CC2 ‘Flood risk and surface water management’. Other Local Plan policies may also be relevant.</p>
Relevant Plan Objectives:	<p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p> <p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton’s carbon footprint.</p> <p>(6) To make sure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(8) To allow people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>(10) To improve access to services, facilities and jobs without people having to depend on the car.</p>
Relevant Strategic Policy:	<p>ER1 Environmental Assets</p> <p>SR1 Sustainable Growth and Regeneration</p> <p>P1 People and Places</p> <p>CC1 Climate change and carbon reduction</p>
Links to other policies:	<p>ER6 Heritage Assets</p> <p>ER7 Landscape Character</p> <p>SR4 Housing Allocations and Phasing</p> <p>SRM1 Strategic site – Land east of Maghull</p> <p>SR6 Regeneration</p> <p>SR8 Centres and Parades</p> <p>PH1 Health and Wellbeing</p> <p>PEP1 Pollution and hazards</p> <p>PC1 Access and facilities</p> <p>CC3 Energy and carbon reduction</p>
Policy Context:	<p>NPPF 17. Core Planning principles, NPPF 7 Requiring Good Design By Design: Urban Design in the planning system: towards better practice CABE</p> <p>Building for Life 12: the sign of a good place to live CABE</p> <p>Planning for Places: Delivering good design through core strategies CABE</p>

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Policy Title:	PD2 Education and care institution sites in the urban area
Policy Text:	<p><u>Sites in active use as schools, colleges or other institutions</u></p> <ol style="list-style-type: none"> 1. For sites in active use as schools, colleges or other institutions, the following types of development are acceptable in principle where the criteria in section 2 are met : <ol style="list-style-type: none"> i. Development proposals directly related to the existing uses of the site, and for diversification of uses which comprises sustainable economic growth of the existing use; ii. Development for community-based recreation or sports facilities which are ancillary to the existing use of the site; iii. Environmental improvements designed to enhance the environmental quality of the site, or where appropriate the key characteristics (including number or performance of green infrastructure functions) of the site; iv. Any other development, including housing or sustainable economic development, which is limited in scale and extent and compatible with the existing uses of the site and surrounding land-uses. 2. Development proposals which meet section 1 and any relevant site-specific section are acceptable in principle where it is demonstrated that, for the site as a whole, subject to the provisions of other Local Plan policies being met,: <ol style="list-style-type: none"> a) A significant proportion of the whole institutional site remains open in character, and b) The environmental quality, and where appropriate the key characteristics (including the number or performance of green infrastructure functions) of the site, especially the open area, is enhanced; c) For school and college sites, sufficient provision of playing fields and other appropriate facilities is retained. <p>Relevant policies include; PD1 'Design', ER2 'Nature conservation and enhancement', ER4 'Green infrastructure' and ER6 'Heritage assets.'</p> <p><u>Sites formerly but no longer used as schools, colleges or other institutions</u></p> <ol style="list-style-type: none"> 3. For sites formerly in use as schools, colleges or other institutions the following types of development are acceptable in principle where the design of the development meets the provisions of other relevant Local Plan policies, and where appropriate, the key characteristics (including the number or performance of green infrastructure functions) of the site are retained or enhanced: <ol style="list-style-type: none"> i. Alternative school, college or residential institutional uses; ii. Any other development proposals for uses compatible with the surrounding land-uses. <p>Relevant policies include; PD1 'Design', ER2 'Nature conservation and enhancement', ER4 'Green infrastructure' and ER6 'Heritage assets.'</p>
Note:	Our approach to urban greenspace needs to change to reflect national planning policy. Much of our public open space (such as parks, playing fields, sports club sites and allotments) will continue to be protected in both urban and rural areas. We will protect fewer amenity green spaces

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	<p>(e.g. highway verges). A revised approach to urban school and college sites and care institutions intends to allow more development whilst retaining the key characteristics of the sites as far as possible, and more development on site where this use has ceased. Almost all former private urban greenspaces will now be part of the primarily residential area. <i>More information is set out in Appendix 3, which is provided for information purposes only at this stage.</i></p>
<p>Explanation:</p>	<p>The purpose of this policy is to make clear the type and scale of development which will be acceptable in principle on the school and colleges sites and care institutions (such as hospitals, and large care facilities such the Parkhaven Trust site in Maghull) in the urban area. These sites, shown on the Proposals Map, comprise large-scale buildings set in extensive grounds.</p> <p><i>[Designated Education and care institution sites in the urban area will be shown on the Policy Map at the Publication Stage of Local Plan preparation].</i></p> <p>This policy does not apply to institutional sites, or parts of sites, which are in the Green Belt, or to education and institutional uses in the urban area which are not in large grounds. Other National Planning Policy Framework and Local Plan policies apply to the principle of development on these sites.</p> <p>The schools and colleges sites in Sefton include schools maintained by the local authority, private schools, academies, foundation schools and ‘free schools’. The institutions shown on the Proposals Map include hospitals such as Southport Hospital and institutions which provide for specific health or care needs. These include the Parkhaven Trust which operates from two sites in Maghull, the proposed ‘extra care’ facility on Damfield Lane in Maghull, the Nugent Care Society at Clarence House in Formby, and Nazareth House in Crosby.</p> <p>The aim of this policy, together with other Local Plan policies, is to allow suitable development while protecting, and where possible enhancing, the key characteristics of particular sites. These characteristics may include key design, green infrastructure, heritage or other characteristics – generally excepting openness and associated visual amenity. This exception is because development under sections 1(i), 1(ii) 1(iv) and 3 is likely to involve building on previously open land. Key characteristics referred to in the policy include the number or performance of green infrastructure functions. Green infrastructure functions are shown in Figure ER4-2.</p> <p>Many schools in Sefton date from the post-war period and are generally undistinguished, with few key characteristics. Other, usually older, schools, and institutional sites may have heritage, nature conservation, or other importance, as well as their educational or health and well-being value. As such they may make an important contribution to the character and distinctiveness of their local area.</p> <p>However, for sites in active use as schools, colleges or other institutions, sections 1 and 2, and notably sections 1(iv) and 2(a) of the policy seek to limit the loss of openness of the site as a whole. The site as a whole is</p>

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	<p>the site of the institution as a whole, not a smaller part of it which may be the subject of any planning application.</p> <p>Notably, section 1(iv) limits the scale and extent of the types of development set out in section 1(iv), and section 2(a) reinforces this by requiring a significant part of the site to remain open. These sections seek to make sure that the loss of openness is appropriate to the particular characteristics of the site as a whole (, and the need for the Local Plan to allow sustainable development. Section 2(b) seeks to enhance any remaining key characteristics of the site as a whole, and of the remaining open areas.</p> <p>A major reason for facilitating other appropriate, limited development (as set out in section 1(iv) of the policy) is that in recent years, non-educational institutions in particular have faced financial, regulatory and other pressures to enhance and extend the type, range, extent and standards of their facilities. Pressures may also include changing local needs and demands, not least because of Sefton’s increasing number of elderly people, which may have seen an increased demand for particular types of care services such as dementia care services and ‘extra’ care’. There has also been pressure for health authorities to provide housing for ‘key workers’. This policy aims to help such institutions to flourish and diversify.</p> <p>Section 2(c) of this policy aims to make sure that schools and colleges retain sufficient playing fields and other relevant facilities, in line with any relevant government guidance.</p> <p>For sites formerly, but no longer, used as schools, colleges or other institutions, loss of openness is likely to be acceptable except where it affects another key characteristic, such as the setting of Listed Building, publicly accessible land, a nature site or trees subject to a Tree Preservation Order. However, section 3 seeks to retain and enhance other remaining key characteristics.</p> <p>It should be noted that, notwithstanding this policy, there are other regulations which restrict development on playing fields generally, and school playing fields and former school playing fields in particular.</p> <p>Playing fields are defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010. The Order restricts development on playing fields or sites used as playing fields in the last 5 years. The Department for Education’s ‘Playing Fields Directive’ places other restrictions on the development or loss of school playing fields and land used as school playing fields in the last 10 years. Section 2(b) of the ‘Green infrastructure’ policy seeks to protect public playing fields from development.</p>
<p>Relevant Plan Objectives:</p>	<p>(5) To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(2) To protect and enhance Sefton’s important natural environment and where possible create new environmental assets which are well connected to existing assets.</p>

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	(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.
Relevant Strategic Policy:	P1 People and places ER1 Environmental assets
Links to other policies:	ER2 Nature conversation and enhancement ER4 Green infrastructure ER6 Heritage assets PD1 Design
Policy Context:	National Planning Policy Framework Emerging LCR Green infrastructure Framework Emerging LCR Ecological Framework Various Conservation Area Appraisals

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<p>Policy Title:</p>	<p>PD3 Development in the Green Belt This policy sets out how the Council will apply and interpret the requirements of section 9 of the National Planning Policy Framework in Sefton, so that the essential characteristics of the Green Belt – their openness and permanence - are preserved when any development is permitted.</p>
<p>Policy Text:</p>	<p><u>New development</u> The following categories of new development will be permitted in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in it:</p> <ol style="list-style-type: none"> 1. Buildings for agriculture and forestry; 2. Appropriate facilities for outdoor sport, recreation, and for cemeteries; 3. Small-scale composting in the countryside; or 4. Mineral extraction, engineering and other operations. <p>Where possible, development which is permitted by virtue of this policy should be located within or adjacent to existing settlements or groups of permanent buildings in order to protect the openness of the Green Belt.</p> <p><u>Alterations or extensions to existing buildings</u> Extensions or alterations to an existing building will only be permitted provided that they:</p> <ol style="list-style-type: none"> 1. do not result in disproportionate additions over and above the size of the original building; and 2. is sympathetic to the design of the original building. <p><u>Replacement buildings in the same use</u> Where a building is replaced by one in the same use, development will be permitted:</p> <ol style="list-style-type: none"> 1. If the replacement building is not materially larger than the one it replaces; and 2. The remains of a permanent structure have blended into the landscape in the process of time. <p><u>Changes of use of existing buildings</u> The change of use of existing buildings in the Green Belt will only be permitted where:</p> <ol style="list-style-type: none"> 1. the building is of permanent and substantial construction and sufficient of the building remains so that any previous use has not blended into the landscape in the process of time; 2. if the building was originally used for the purposes of agriculture, it has been in existence for a minimum of 10 years or the agricultural use did not permanently cease more than 3 years before the date the application was submitted; and 3. the development would not have a greater impact on the openness of the Green Belt than the original building. <p><u>Redevelopment of previously developed land and buildings</u> The partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (but excluding temporary buildings), will be permitted provided that the new building would not have a greater impact on the openness of the Green Belt and</p>

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	<p>the purposes of including land within it than the existing development.</p> <p>The form, bulk and general design of any replacement or new building(s) should conserve and enhance the form and style of the original building or group of buildings and be in keeping with its surroundings, unless there are overwhelming reasons to permit an alternate form of development which would have a lesser impact on the openness of the Green Belt than the existing development.</p> <p><u>Limited infill</u> Limited infill will be permitted within:</p> <ol style="list-style-type: none"> 1. the 'inset' villages of Ince Blundell and Little Crosby (see Policy SR2 'Extent of the Green Belt'), provided that the requirements of Policy PD3 'Development in the Green Belt' and PD1 'Design' are met, and also Policy ER6 'Heritage Assets' for development in Little Crosby; and 2. within Ashworth Hospital, Altcar Rifle Range and RAF Woodvale and on other previously developed land, whether redundant or in continuing use but excluding temporary buildings, provided that all of the following criteria are met: <ol style="list-style-type: none"> a) the development would not have a greater impact on the openness of the Green Belt and the purposes of including land within it; and b) it does not lead to a substantial increase in the proportion of the site which is developed.
<p>Explanation:</p>	<p><u>Development in the Green Belt</u> The National Planning Policy Framework states that most development in the Green Belt is inappropriate. The only exceptions to this are set out in paragraphs 89 and 90 of the NPPF. Any other development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.</p> <p>This policy sets out the criteria the Council will apply to development which is not inappropriate, in order to ensure that the openness of the Green Belt is maintained and the purposes of including land in the Green Belt sustained. These are based on, and clarify, the requirements of paragraphs 89 and 90 of the NPPF.</p> <p>Whilst most of the exceptions included in this paragraph are likely to be granted planning permission subject to normal planning considerations, due to the size and shape of Sefton and its main settlements, there is no exceptional affordable housing requirement in the Green Belt and applications for such housing are likely to be refused.</p> <p>The Council has adopted 'a minimum of 10 years' as the period buildings should be in existence to demonstrate that they are of permanent construction. This is derived from paragraph 2 of the Town and Country Planning (General Permitted Development) (Amendment) Order 1997 (SI 1997 No. 366) which states that if a building or extension erected under specified agricultural permitted development rights on or after 1 April 1997 permanently ceases to be used for agriculture within ten years of its substantial completion, and planning permission has not been granted authorising development for purposes other than agriculture within three years of the permanent cessation of its agricultural use, and there is no outstanding appeal, the building or extension must be removed unless the</p>

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	<p>local planning authority has otherwise agreed.</p> <p>The Council’s existing SPG ‘Development in the Green Belt’ will be updated and replaced with a Supplementary Planning Document (SPD) to reflect the changes resulting from the introduction of the NPPF. This will also provide guidance about how terms such as ‘materially larger’, ‘disproportionate additions’ and ‘not having a greater impact on the openness of the Green Belt and the purposes of including land within it’ which are used in the NPPF will be interpreted by the Council. It will also set out how this policy applies to house extensions..</p> <p>Paragraph 86 of the NPPF states that if villages which should be protected for reasons other than to protect the important contribution the open character of the village makes to the openness of the Green Belt should be excluded from the Green Belt. Ince Blundell and Little Crosby are the only villages in Sefton where a limited amount of infill development may be accommodated. Development in these villages should be controlled by other policies in the Plan including Policy PD1 ‘Design’ and ER6 ‘Heritage assets’ and other Development Management policies.</p> <p>For other development that may be proposed in the Green Belt, including those listed in paragraphs 90 and 91 of the NPPF, applications will be considered on their individual merits.</p>
<p>Relevant Plan Objectives:</p>	<p>1. To support urban regeneration and priorities for investment in Sefton</p> <p>2. To protect and enhance Sefton’s important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>6. To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>9. To make sure that new developments include the essential infrastructure, services and facilities that it requires.</p> <p>14. To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.</p>
<p>Relevant Strategic Policy:</p>	<p>SD1 Promoting Sustainable Development SS1 Spatial strategy ER1 Environmental assets SR1 Sustainable growth and regeneration</p>
<p>Links to other policies:</p>	<p>Design, Conservation and DM policies e.g. those relating to house extensions. Need to update and replace Development in the Green Belt SPG with a SPD.</p>
<p>Policy Context:</p>	<p>Section 9 of the National Planning Policy Framework, especially paragraphs 81, 89 and 90</p>

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Policy Title:	PD4 House Extensions and Alterations
Policy Text:	<p>Extensions and alterations to houses dwelling houses will be approved where:</p> <ul style="list-style-type: none"> • They are of a high quality of design that complements or matches the style of the dwelling and the surrounding area; • The size and scale of development is in keeping with the original dwelling and the character of the area; • The extensions and alterations are designed to minimise the impact upon the amenity of neighbouring properties. in particular extensions must not: <ul style="list-style-type: none"> ○ Result in a loss of outlook, from the main windows of neighbouring habitable rooms (including bedrooms, kitchens, living rooms, conservatories and dining rooms). ○ Cause a significant loss of light for neighbours. ○ Be over-dominant. ○ Cause an significant loss of privacy for other residents.
Alternatives Considered:	<p>The only alternative is to not have a policy on House Extensions and for House Extensions to be considered as part of the wider design policy. However as House Extensions constitute a significant proportion of planning applications and they also present their own issues of design and amenity in relation to neighbouring properties, then a policy is considered necessary.</p>
Explanation:	<p>Extensions and alterations to residential properties are important in that they allow householders flexibility to adapt their properties to changing reflect changes in lifestyles situations without having to move house.</p> <p>For the purpose of this policy the above considerations will be given to outbuildings, garden structures, decking etc, where planning permission is required.</p> <p>All householder developments will need to consider other relevant policies in the Local Plan, for example where the site is:</p> <ul style="list-style-type: none"> • A heritage asset (including being a Listed Building and/or being in or adjacent to a Conservation Area). • The site is in the Green Belt. <p>Further detailed guidance is set out in Supplementary Planning Documents.</p>
Relevant Plan Objectives:	<ul style="list-style-type: none"> • To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place. • To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings. • To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.
Relevant Strategic Policy:	P1 People and Places

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Links to other policies:	PD1 Design. PC1 Access & Facilities. ER6 Heritage & Conservation. There is an existing House Extensions SPG. This will be superseded by a new House Extensions SPD.
Policy Context:	There isn't a specific policy context. Links to amenity and design in NPPF.

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Policy Title:	PD5 Telecommunications
Policy Text:	<p>1. Where planning permission or prior approval is required, schemes for telecommunications equipment involved with mobile phone network development will be permitted provided that:</p> <ul style="list-style-type: none"> • that it would not significantly harm the visual quality, landscape or setting of an environmentally sensitive area or building indicated by the following designations: <ul style="list-style-type: none"> ○ Green Belt; ○ Ecologically Valuable Sites; ○ Heritage Assets; • that the number, siting, design or scale would not significantly harm the appearance of the street scene, including buildings; • that the number, siting, design or scale would not impede movement and compromise pedestrian safety. • Must demonstrate that opportunities to mast share and reduce impacts have been taken. • Protect the outlook from residential properties. <p>2. All telecommunications applications must be accompanied by the appropriate ICNIRP certificate.</p>
Alternatives Considered:	The alternative is to have no policy. It is felt that due to the importance of modern telecommunications and the public concerns that often accompany telecommunications installations that a separate policy is required.
Explanation:	<p>Telecommunications equipment can be unsightly and there are concerns among the public about health impacts (especially around schools, hospitals and homes). The Council recognises the need for telecommunications equipment to support their systems. However planning permission and prior approval will only be given for proposals that meet the criteria set out in this policy and those in Government Guidance and Statutory Regulations. The Government expects local authorities to be supportive of the economic and social advantages that telecommunications equipment can bring and for operators to handle any environmental impacts sensitively and take into account the public's views.</p> <p>For the purposes of this policy, telecommunications equipment includes:</p> <ul style="list-style-type: none"> • base stations on buildings, • ground-based masts, • equipment cabins, • antennae, • microwave dishes • ancillary apparatus equipment)
Relevant Plan Objectives:	<ul style="list-style-type: none"> • To support urban regeneration and priorities for investment in Sefton • To ensure that development is designed to a high quality, respects local character and heritage assets and minimises impact on its surroundings.

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	<ul style="list-style-type: none">• To make sure that new developments include the essential infrastructure, services and facilities that it requires.• To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.
Relevant Strategic Policy:	SR1 Sustainable growth and regeneration.
Links to other policies:	SR7 Infrastructure and developer contributions.
Policy Context:	National Planning Policy Framework paras. 42 - 46

Policy Title:	PD6 Advertisements
Policy Text:	<p>Proposals for advertisements will be assessed against their impact upon amenity and public safety.</p> <p>In relation to amenity the following will be considered:</p> <ul style="list-style-type: none"> • They should be in scale and 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 and be properly co-ordinated with the design of the building and its features. The advertisement should respect the window / wall proportions and rhythm of an elevation and be integrated into the building or be of solid construction; • The size, location, any illumination and whether a proliferation of adverts will create clutter, will be taken into consideration; • Signs in open countryside and rural areas, residential areas, or affecting heritage assets will require particularly sensitive treatment and will need to be more carefully designed so they do not have an adverse impact. <p>In relation to public safety the following will be considered:</p> <ul style="list-style-type: none"> • The location, siting, design or scale must not impede movement of pedestrians or compromise pedestrian safety. • The location, siting, illumination, design or scale must not compromise the safety of vehicles using the public highway. <p>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.</p> <p><u>Advertisements on the verandahs in the Lord Street Conservation Area</u></p> <ul style="list-style-type: none"> • 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.
Explanation:	<p>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. NPPF para 67 also spells out how the LPAs should use those powers. The advertisement control system covers a very wide range of advertisements and signs including:</p> <ul style="list-style-type: none"> • 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

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	<p>Advertising is closely associated with urban life 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. Displaying an advertisement without consent is a criminal offence. Advertisements (defined under Advertisement Regulations) include not only hoardings, but blinds and canopies with lettering, flags with logos, balloons etc.</p> <p>Some advertisements can have a real impact upon public safety, especially when they are on or adjacent to the public footway or highway. All applicants should check that they do not need permission from the highways authority. A particular issue can be A boards that can create a hazard to pedestrians.</p> <p>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 are a key feature of Southport's distinctiveness and present particular problems with inappropriately designed advertisements. 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.</p> <p>Powers will be used to remove any advertisement or hoarding erected without consent and where appropriate and practical, to challenge unauthorised hoardings and advertisements that cause substantial injury to visual amenity and public safety.</p>
<p>Relevant Plan Objectives:</p>	<ul style="list-style-type: none"> • To support urban regeneration and priorities for investment in Sefton. • To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings. • To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments. • To support Sefton's town and local centres so they are able to adapt to local and wider needs for shopping, leisure, culture and other services, which contribute to making centres more viable.
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth & Regeneration. P1 People and Places</p>
<p>Links to other policies:</p>	<p>PD2 Design. ER6 Heritage Policies. PA3 Enforcement. PC1 Access and Facilities.</p>
<p>Policy Context:</p>	<p>NPPF para 67</p>

Making it easier for people to lead a healthy, active lifestyle

Policy Title:	PH1 Health and Wellbeing
Policy Text:	<p>The Council and its partners will help to improve environments and places that encourage people to lead healthy and active lifestyles.</p> <p>Proposals for new development should seek to:</p> <ul style="list-style-type: none"> • Maximise opportunities for additional and improved sport, recreation and leisure facilities in appropriate locations; • Improve access to and management of areas of ecology and natural value; • Protect and improve safe walking and cycling routes between homes, schools, jobs and other facilities; • Restrict uses that have a negative impact on health, such as those that cause pollution and result in high traffic levels, in sensitive areas, such as residential areas, schools and hospitals; <p>The proliferation of Hot Food Takeaway outlets [use class A5] is managed.</p>
Explanation:	<p>Nationally the life expectancy of people born in Sefton is lower than the national. In addition there are large discrepancies within in Sefton as life expectancy is 11.5 years lower for men and 10.5 years lower for women in the most deprived areas of Sefton than in the least deprived areas.</p> <p>Some particularly prevalent health problems in Sefton include obesity and diabetes, respiratory disease, cardiovascular disease, cancers, alcohol abuse, depression and mental illness, and smoking related diseases.</p> <p>In general terms the health of people can be improved by providing homes and jobs for people and improving the environment in which they live. However, a number of other measures can be implemented to help specific issues.</p> <p>About 20.7% of Year 6 children are classified as obese, higher than the average for England. For adults the rate increases to 23.9%. Being obese increases your risk of developing a number of serious and potentially life-threatening diseases such as diabetes, strokes, cancer and depression. Whilst the causes of obesity are numerous and do not have a single solution, there is a clear link between obesity and sedentary lifestyles.</p> <p>One way that planning can assist is to improve the local environment and provide places for formal and informal physical activity. A network of open spaces in accessible locations, that are safe and secure, can provide places that people will choose to visit and use. Additionally providing services, facilities, schools and jobs in locations that make walking or cycling a viable travel choice will assist in increasing the amount of exercise people take.</p>

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	<p>In addition to the above measures, there is a need to control the proliferation of hot food takeaways in Sefton, but particularly in areas where poor health and obesity levels are highest. The prevalence of uses such as these can influence eating habits and has been linked to the risk of obesity [<i>Government Office for Science (2010) Tackling Obesity: Future Choices – Project Report 2nd Edition</i>]. This approach is set out in Policy PH2 Food and Drink.</p> <p>Air pollution can cause and exacerbate problems associated with respiratory and inflammatory systems, but can also lead to more serious conditions such as heart disease and cancer. People with lung or heart conditions may be more susceptible to the effects of air pollution.</p> <p>Large scale developments have the ability to incorporate measures within the scheme to improve the health of residents who live there.</p>
<p>Relevant Plan Objectives:</p>	<p>8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>9. To make sure that new developments include the essential infrastructure, services and facilities that it requires.</p> <p>10. Improve access to services, facilities and jobs without having to depend on the car.</p>
<p>Relevant Strategic Policy:</p>	<p>P1 People and Places ER1 Environmental Assets</p>
<p>Other Relevant policies:</p>	<p>PH2 Food and Drink PEP1 Pollution and Hazards PC1 Access and Facilities ER2 Nature conservation and enhancement ER4 Green Infrastructure</p>
<p>Policy Context:</p>	<p>NPP Framework . Health & Wellbeing Strategy Healthy Weight Strategy</p>

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Policy Title:	PH2 Food and Drink
Policy Text:	<ul style="list-style-type: none"> • Proposals for food and drink uses in the town, district and local centres will be permitted where they meet all of the following criteria: <ul style="list-style-type: none"> ○ they would not cause significant harm to local amenity; ○ they would not result in a grouping of similar uses which would harm the character of the area; ○ any external ventilation and extractor systems do not significantly harm the external appearance of the building or the street scene. • Proposals for food and drink uses in or adjacent to Primarily Residential Areas will not be permitted where they cause significant harm to residential amenity or the residential character of the local area. • Proposals for hot food takeaways [A5 uses] within 400 metre walking distance of secondary schools, sixth form colleges and borough and district level parks will not normally be granted permission. This is to protect the health of children. Exceptions may be made where: <ul style="list-style-type: none"> ○ in the case of takeaways near to secondary schools and sixth form colleges, the application has a condition attached restricting opening hours until after 1630 hours. ○ in all cases where the takeaway is in a designated town, district or local centre. <p>Procedures</p> <ul style="list-style-type: none"> • Details of external flues & extractor systems must be submitted with all applications. • Conditions may be used to restrict opening hours where appropriate.
Alternatives Considered:	The alternatives included not having a policy and not having any restrictions upon A5 uses.
Explanation:	<p>Food and drink uses include restaurants, cafes, hot food takeaways, public houses and wine bars i.e. 'Classes A3, A4 and A5' food and drink uses. Such uses can contribute to the vitality of Sefton's town, district, and local centres. However, food and drink uses should not harm the amenity of the occupiers of neighbouring properties through noise, disturbance or smell, or their effect on the appearance of the street scene.</p> <p>Sefton has high levels of childhood obesity. It is acknowledged in the Sefton Strategic Needs Assessment shows that Sefton has a well above average level of childhood obesity. Limiting access for people of school ages to potentially unhealthy hot food is one of a number of ways to help address this issue. The policies apply to schools, to make it more difficult for children to get takeaways (A5)</p>

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at either lunch or straight after school, and public parks which are often are used by children of teenage years to socialise. A 240 metre straight line distance is used to replicate a 400 metre walking distance. This is used as a proxy to estimate a 5 to 10 minute walking distance. This distance calculation is in line with other approved national and Council strategies.

The list of Borough and District Parks for the policy applies are:

Southport

- HESKETH PARK
- BOTANIC GARDENS
- ROTTEN ROW
- SOUTHPORT BEACH
- SOUTHPORT GOLF LINKS
- BEDFORD PARK
- MEOLS PARK RECREATION GROUND
- CARR LANE RECREATION GROUND
- BIRKDALE BEACH AND DUNES
- PORTLAND STREET PLAYING FIELDS
- AINSDALE BEACH
- SOUTHPORT SKATE PARK
- TOWNLANE COMMUNITY WOODLAND

Formby

- FORMBY DISCOVERY CENTRE AND BEACH
- DEANSGATE LANE PLAYING FIELDS
- DUKE STREET PARK

Crosby

- CROSBY COASTAL PARK
- CHAFFERS PLAYING FIELD (INC BROOK VALE PLAYING FIELDS)
- VICTORIA PARK
- BUCKLEY HILL PLAYING FIELDS
- RIMROSE VALLEY COUNTRY PARK

Sefton East Parishes

- NORTHWAY OPEN SPACE

Bootle and Netherton

- NORTH PARK
- SOUTH PARK
- DERBY PARK
- KINGS GARDEN
- HATTON HILL PARK
- RIMROSE VALLEY COUNTRY PARK
- MARIAN PARK

Exceptions will be made where the proposal is for a takeaway in a town, district or local centre as these are often the most appropriate places for takeaways (subject to the first part of this policy).

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	<p>Food and drink uses may be acceptable within the Primarily Residential Area, but only if they do not harm residential amenity.</p> <p>In order to protect the amenity of neighbouring occupiers, conditions will be used to restrict opening hours.</p>
Relevant Plan Objectives:	<ul style="list-style-type: none"> • To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place. • To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings. • To support Sefton's town and local centres so they are able to adapt to local and wider needs for shopping, leisure, culture and other services, which contribute to making centres more viable.
Relevant Strategic Policy:	P1 People and Places.
Links to other policies:	<p>PC1 Access and Facilities.</p> <p>SR8 Centres and Parades.</p> <p>PH1 Health and Wellbeing.</p> <p>PA1 Development in Primarily Residential Areas.</p>
Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans	<p>Sefton Strategic Needs Assessment.</p> <p>Health and Wellbeing Strategy</p>

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Better communities

Policy Title:	PC1 Access and facilities
Policy Text:	<p>1. In order to improve accessibility in Sefton new development should adhere to the following principles:</p> <ul style="list-style-type: none"> • Be located and designed to encourage walking and cycling both within, to and from the site, • Be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations, • Be located in areas with an accessible 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 facilities, including those with limited mobility, • Consider the safety of pedestrians, cyclists and all road users, and • The provision of on-site car parking should not exceed the Council's adopted maximum standards <p>Travel Plans will be required for development specified in the table below.</p> <p>2. The preferred locations for development which generates significant movement of freight are:</p> <ul style="list-style-type: none"> • 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 a Freight Priority Route.
Explanation:	<p>The location of development determines both the number of journeys which are generated and what the transport choices are. Development which is likely to generate a significant number of journeys should be located in areas that are accessible by walking, cycling or public transport. These areas are defined in the 'Ensuring Choice of Travel SPD'.</p> <p>The most accessible locations are generally those within easy walking distance of public transport services [200m of a bus stop or 400m of a rail station]. These areas are identified in the Ensuring Choice of Travel SPD. Improvements will be sought in new developments that are not within these distances, to improve access to public transport. These improvements will be set out in the Council's Infrastructure Delivery Plan and/or within site specific development briefs.</p> <p>The most accessible locations in relation to public transport, a range of local services and the Council's Car Parking Standards are set out in the Ensuring Choice of Travel Supplementary Planning Document.</p>
Relevant Plan Objectives:	4. To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon

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	<p>footprint.</p> <p>5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>10. To Improve access to services, facilities and jobs without having to depend on the car.</p>
Relevant Strategic Policy:	SP3 People and Places
Links to other policies:	SR10 Transport
Policy Context:	NPPF part 4 LTP3

Thresholds for Transport Assessments and Travel Plans

Land Use	Threshold
Food retail/ non-food retail/ cinema and conference facilities/ clad D2 including leisure	1000m ²
Class B1 including offices/ hospitals/ higher and further education	2500m ²
Stadia	1500 seats
Class B2 industry	5000m ²
Class B8 distribution and warehousing	10000m ²
Housing development	100 homes
Development proposals which impact on the primary route network	

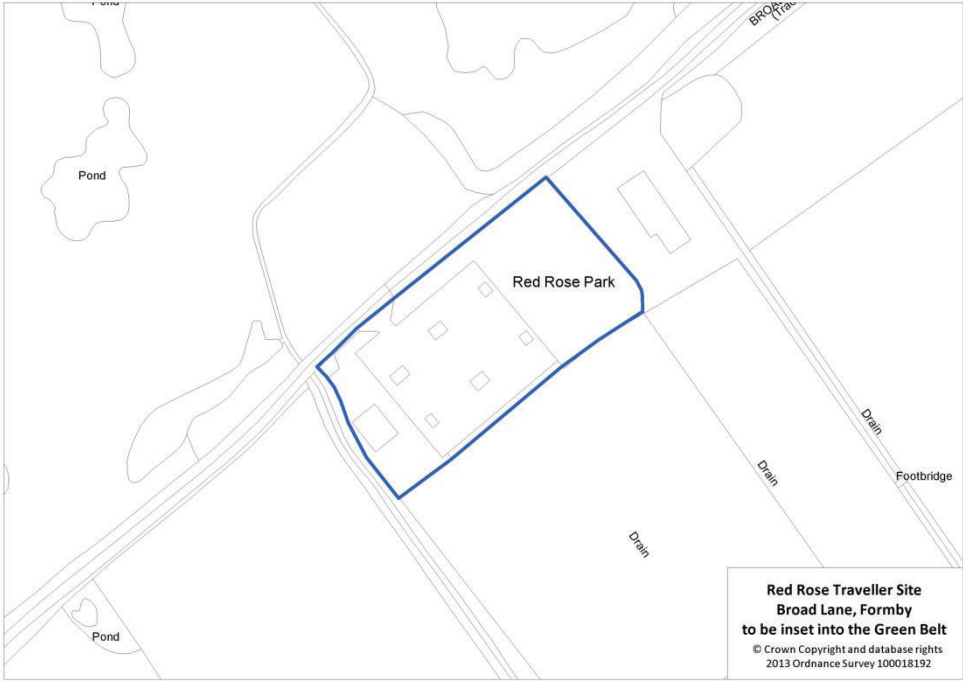
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Context :	The Government is committed to delivering a wide choice of homes to meet market, affordable and special needs and create mixed communities. Whilst the largest contribution to provision will be made by market housing, it will also be important to meet the needs of households requiring affordable and special needs housing where these needs are identified.
Policy Title:	PC2 Affordable and Special Needs Housing
Policy Text:	<p>The Council will seek the provision of affordable and/or special needs housing where a Strategic Housing Market Assessment (SHMA) or other evidence justifies such a need.</p> <p>Affordable housing and/or special needs housing will be sought 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) where there is a proven need based on the most recent SHMA or other robust evidence.</p> <p>The Council requires affordable housing to be provided in all parts of the Borough except Bootle, on the basis of 30% of the total scheme (measured by bedspaces) and split by 80% social rented and 20% intermediate housing.</p> <p>Where special needs housing is provided, either in addition to or as an alternative to affordable housing, it should be provided in proportion to the above overall scheme proportions and mix of tenure. This would apply whether the scheme is solely for special needs housing or as part of a mixed affordable and special needs housing development</p> <p>Affordable housing or special needs housing will be secured through legal agreements.</p> <p>Affordable and/or special needs housing will be provided in accordance with this policy, except where a robust assessment of a scheme's economic viability indicates that this cannot be achieved.</p>
Explanation:	<p>The Council will, from time to time, commission studies to assess the need for affordable and special needs housing.</p> <p>A Supplementary Planning Document (SPD) will be prepared to provide more detailed policy guidance to aid the delivery of affordable and special needs housing. In the future such an SPD may vary the proportion of affordable and/or special needs housing sought on sites from the levels stated above, dependent on any changes in the Borough's affordable and special housing needs as demonstrated by new evidence and changes in economic viability.</p> <p>Based on current evidence, for developments of 15 or more dwellings (or conversions involving 15 or more additional dwellings net) the Council would normally expect the provision of 30% affordable or special needs housing, measured by bedspaces. This should be split by 80% social rented housing and 20% by intermediate housing (the Council normally has 100% nomination rights in respect of the former).</p> <p>The Council also requires that the affordable or special needs dwellings shall be (a) 'tenure blind' i.e. that there shall be no external visual difference between the affordable/special needs housing and market</p>

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	<p>housing and (b) 'pepperpotted' i.e. there a reasonable dispersal of affordable housing or special needs units within residential developments to promote mixed communities and minimise social exclusion. (The only exception to this will be where it can be demonstrated that the affordable or special needs housing has to be grouped together for operational or management purposes).</p> <p>With the aim of promoting mixed communities, the Council will expect any affordable or special needs housing to be provided within the site as part of a mixed tenure/type of development. The Council will allow these to be provided on another site instead of the application site only in very exceptional circumstances i.e. where it would:</p> <ul style="list-style-type: none"> (a) result in a more sustainable development and encourage inclusive and mixed communities; (b) take place on an alternative local site under the control of the applicant; (c) broadly provide a similar amount on the alternative site to what would have been provided on the application site; and (d) provide the housing on the alternative site to an agreed programme and at the same time as the development of the application site. <p>The above is subject to economic viability. Where an applicant seeks to depart from the policy position on this basis, the Council requires a full financial assessment to be submitted. This will be appraised by independent economic viability consultants. The applicant will be required to meet the full cost of this work.</p> <p>The affordable housing requirement currently applies to all parts of the Borough with the exception of Bootle (i.e. the wards of Derby, Linacre and Litherland), where we will not currently be seeking affordable housing, although this may change when the refresh of the Strategic Housing Market Assessment is completed.</p> <p>All affordable or special needs housing will be secured through an appropriate legal agreement.</p> <p>The density of development proposed must be appropriate for the site taking account of all relevant planning considerations.</p> <p>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 may include other special needs which are identified over time.</p>
<p>Relevant Plan Objectives:</p>	<p>1. To support urban regeneration and priorities for investment in Sefton</p> <p>5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>7. To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.</p> <p>8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p>
<p>Relevant Strategic Policy:</p>	<p>SR1 Sustainable Growth and Regeneration P1 People and Places PD1 Design</p>
<p>Links to other policies:</p>	<p>SR3 Housing requirements PH1 Health and Wellbeing</p>
<p>Policy Context:</p>	<p>NPPF: para 7, bullet 2; para 17, bullet 3; para 47, bullet 1; Para 50.</p>

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<p>Policy Title:</p>	<p>PC3 Planning for Travellers</p>
<p>Policy Text:</p>	<p>1. Land at Broad Lane, Formby (as shown on the plan) is allocated as a Traveller site. Further areas will be allocated in the Local Plan to meet the identified needs for traveller accommodation.</p>  <p>2. Proposals for new sites for traveller accommodation should meet the following criteria:</p> <ul style="list-style-type: none"> • The site should provide a safe environment for intended occupants; • The site should have good or adequate access to the primary road network; • The use of a site for traveller accommodation should not make it difficult to develop a larger site for other uses; • 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 traveller community.
<p>Explanation:</p>	<p>The Council must identify specific 'deliverable' sites for travellers. This must provide a supply of pitches for a period of five years based on a target derived from a study of local need. The Council must also identify a supply of specific, developable sites or broad locations for growth looking six to ten years ahead and, where possible, 11-15 years ahead.</p> <p>There is currently one traveller site in Sefton, located at Broad Lane, Formby, providing 16 permanent pitches. The most recent assessment of traveller need for Sefton concluded that a further 16 permanent pitches were required to 2016. In addition the study identified a need for 10 transit pitches across the study area [i.e. Knowsley, Wirral, Liverpool and Sefton]. Since the publication of this assessment consent for two additional pitches has been given adjacent to the Broad Lane site.</p>

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	<p>The evidence of traveller pitches requirements needs to be updated. Six authorities that make up the Liverpool City Region have agreed to participate in a joint study to update the traveller needs for the area. The study should be complete towards the end of 2013 and it is expected that this will indicate that Sefton has a need for further pitches.</p> <p>The National Planning Policy 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”.</p> <p>As there is a shortage of land for all types of homes in the urban area the Council is considering releasing Green Belt land to meet future housing needs which will be identified following the completion of the Liverpool City Region Gypsy and Traveller Accommodation Needs Assessment later this year. The allocation of Traveller sites should only be done as part of the Local Plan process. This provides an opportunity to identify sites using the same criteria for traveller accommodation as for other homes.</p> <p>The traveller needs assessment will identify how many pitches may be required. Once the findings are known we will undertake a further assessment to determine the preferred location of new pitches.</p> <p>Sites should be within easy reach of a range of essential facilities and services. Guidance on this is provided in the ‘Ensuring Choice of Travel’ Supplementary Planning Document.</p>
<p>Relevant Plan Objectives:</p>	<p>5. To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise.</p> <p>7. To ensure new housing provision meets the diverse needs of a changing population, including affordable housing, special needs accommodation and family homes.</p> <p>8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>10. To improve access to services, facilities and jobs without having to depend on the car.</p>
<p>Relevant Strategic Policy:</p>	<p>P1 People and Places</p>
<p>Links to other policies:</p>	<p>SR3 Housing Requirement</p>
<p>Policy Context:</p>	<p>Planning Policy for Traveller Sites [CLG, March 2012]</p>

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Policy Title:	PC4 Community Facilities
Policy Text:	<p>Development will be approved for the creation and improvement of community facilities of public value where they do not conflict with other policies within this plan.</p> <p>Where development proposals are submitted for new or improved community facilities, they should be in an accessible location or be served by sustainable modes of transport.</p> <p>Where a proposal will result in the loss of a valued community facility, the development will only be approved where it can be demonstrated that the facility is no longer needed or where alternative provision can be made to meet community needs.</p> <p>Particular importance will be attached to retaining important community facilities where if that facility is lost the village/neighbourhood would be left without such a facility. Where it is proposed to redevelop (including changing the use) a community facility of local importance, development will be permitted where it meets the following criteria:</p> <ul style="list-style-type: none"> • The existing facility is being relocated or is being replaced on the site or in the nearby vicinity, or; • An existing accessible facility can reasonably provide for the facility or service that is being lost with the development, or; • The use is no longer economically viable and it can be demonstrated that there is no longer a demand for the use as demonstrated through a minimum 12 month marketing exercise.
Explanation:	<p>For the purposes of this policy, the definition of a community or cultural facility of public value are; facilities including land or buildings that are have been formally identified as an “Asset of Community Value” through the Community Right to Bid process. Community facilities may include (but not exclusively):</p> <ul style="list-style-type: none"> • Local shops • Meeting places • Sports venues • Cultural buildings • Public houses • Places of worship • Schools <p>The NPPF 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.</p> <p>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 put in place measures to preserve such infrastructure.</p> <p>In certain situations it may be necessary to relocate a community or cultural facility, either within a site to facilitate a development or on a nearby site. Each application will be assessed on its own merits for whether the replacement facility is acceptable.</p>

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	<p>In other circumstances, there may exist a surplus in provision of a particular facility, such that the loss of one facility does not create a gap in community/cultural service provision. Applicants will be required to demonstrate that sufficient alternative provision exists and that it is accessible to users.</p> <p>The Council will not support applications for changes of use that result in the loss of community and cultural facilities unless it is clearly demonstrated that the continued use is no longer financially viable, this includes consideration of grant funding and other income streams that might be available. Alongside this, it is also necessary to demonstrate that there is no current or future likely demand for the facility through a marketing exercise.</p> <p>It is important that new facilities are well located and accessible to communities that use them. Proposals will also be required to meet the amenity, highway and other policy requirements set out elsewhere in this document.</p>
<p>Relevant Plan Objectives:</p>	<ul style="list-style-type: none"> • To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place. • To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings. • To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments. • Improve access to services, facilities and jobs without having to depend on the car. • To make sure that new developments include the essential infrastructure, services and facilities that it requires.
<p>Relevant Strategic Policy:</p>	<p>P1 People and Places</p>
<p>Links to other policies:</p>	<p>PC1 Access and Facilities. PH1 Health and Well-being. PD1 Design</p>
<p>Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans</p>	<p>NPPF paras 70 – 72 Community Right to Bid and local listing.</p>

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Protecting amenity

Policy Title:	PA1 Development in Primarily Residential Areas
Policy Text:	<p>New residential development will be permitted in Primarily Residential Areas shown on the Proposals Map where consistent with other Local Plan policies.</p> <p>Non-residential development will be permitted in Primarily Residential Areas provided that it can be demonstrated that the proposal:</p> <ul style="list-style-type: none"> (a) will not have an unacceptable impact on residential amenity; and; (b) is otherwise compatible with a residential area.
Explanation:	<p>The Primarily Residential Areas comprise the main housing areas in the Borough. New residential development is acceptable in principle in these areas, subject to other Local Plan policies. A key consideration in assessing development proposals in the Primarily Residential Areas is the impact on the residential amenity of existing residents. Design considerations will also be very important.</p> <p>It is recognised that some types of non-residential development in residential areas are necessary to ensure facilities are in easy reach of local people. For example, local shops, services and small-scale leisure uses can reduce the need for car journeys and help to create a sense of community.</p> <p>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.</p> <p>All non-residential development in a Primarily Residential Area will be considered on its merits.</p>
Relevant Plan Objectives:	<ul style="list-style-type: none"> • To meet the diverse needs for homes, jobs, services and facilities, as far as possible close to where the needs arise. • To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings. • To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments. • To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.
Relevant Strategic Policy:	SR1 Sustainable growth and regeneration P1 People and places.
Links to other policies:	PD1 Design PC1 Access and Facilities PH1 Health and Wellbeing SR4 Housing Allocations and Phasing ER6 Heritage Assets
Policy Context:	None

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Policy Title:	PA2 Planning Enforcement
Policy Text:	<p>The Council will act proportionately in the extent to which it investigates and pursues breaches of planning control.</p> <p>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.</p> <p>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.</p>
Alternatives Considered:	The alternatives include having no enforcement policy or having an Enforcement Plan. The inclusion of this policy will improve the implementation of many of the objectives and policies in the plan.
Explanation:	<p>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 National Planning Policy Framework states in paragraph 207 that the LPA should act proportionately to suspected breaches of planning control. Sometimes unauthorised development takes place in breach of planning and related controls. Although 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 enforcement 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).</p> <p>In considering any enforcement action, the Council will decide whether the harm is sufficient to warrant further action being taken in the public interest.</p>
Relevant Plan Objectives:	All
Relevant Strategic Policy:	All
Links to other policies:	All
Policy Context: e.g. NPPF paragraph; gov guidance; Council/partner plans	NPPF para 207.

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Minimise pollution and reduced risk to health

Policy Title:	PEP1 Pollution and Hazards
Policy Text:	<p>Development proposals should demonstrate that environmental risks have been evaluated and appropriate measures have been taken to minimise the risks of harm or damage to people, property and the natural environment from:</p> <ul style="list-style-type: none"> • Pollution of the land, surface water, groundwater and the air, • Hazardous substances • Noise/vibration, dust, odour or artificial light pollution <p>Development will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> • It would not lead to the exceedence of a National Air Quality Strategy (NAQS) objective(s) or the declaration of an Air Quality Management Area (AQMA). • appropriate measures are incorporated into proposals to reduce pollution to air, water and soil; • there would not be unacceptable risk to the users of the site, occupiers of neighbouring land or the environment from the presence of hazardous substances; • the impact of noise/vibration and lighting will not be significant or can be reduced to an acceptable level. <p>Planning conditions or legal agreements will be used to ensure that appropriate measures are incorporated into proposals to reduce pollution to an acceptable level.</p> <p>The cumulative effects of development will be taken into account, in terms of the impact of a number of developments in an area. The in-combination effects of various types of pollution will also be considered.</p> <p>Specific regard will given to locations [such as rural areas], to types of development [such as hospitals and schools] and to the likely users of development [such as children and older people] that may be more sensitive to specific types of pollution.</p>
Explanation:	<p>A number of industrial installations and processes in the Borough are controlled through other regulatory mechanisms to ensure that pollution to soil, water and air and the risks posed by the storage and use of hazardous substances are effectively managed. The planning system is intended to complement these statutory processes to minimise the effects on the local and natural environment.</p> <p>Development will not automatically be acceptable in planning terms simply because it meets statutory requirements under pollution control regimes or hazardous substance consents.</p> <p>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.</p>

	<p>Soil quality and the quality of surface water and groundwater could be affected by uncontrolled industrial processes, waste disposal, mineral extraction or through inadequate foul or surface water drainage. The pollution of surface water or groundwaters could harm important ecological areas. To treat water run-off at source developers are encouraged, where possible, to incorporate sustainable drainage systems into their proposals. [see policy CC2 'Flood risk and surface water management']</p> <p>Air pollution can be caused by extra traffic generated by development or through industrial processes. Developments that are more likely to cause air pollution will not be permitted if they could affect the Borough's ability to meet the national air quality targets.</p> <p>Developments may also lead to an increase in those exposed to air pollution, for example a housing development next to a heavily trafficked road. Such developments would not be permitted where they would lead to the declaration of an AQMA</p> <p>An Air Quality Management Area (AQMA) must be declared if pollutant concentrations are likely to exceed health based standards in any outdoor location where members of the public are likely to be present. Where an AQMA is declared an air quality action plan (AQAP) must be drawn up detailing how the local authority intends to improve air quality.</p> <p>Sefton have declared five Air Quality Management Areas (AQMA);</p> <ul style="list-style-type: none">• 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. <p>Problems can arise where development that generates noise/ vibration, dust or odour is proposed close to sensitive development (housing, schools and hospitals) or when sensitive uses are located close to existing sources of noise/vibration, dust or odour. Where this is the case appropriate assessments should be carried out (and submitted with the planning application).</p> <p>The Noise Policy Statement for England provides guidance to enable decisions to be made regarding what is an acceptable noise burden. The Noise Policy Statement for England applies to all types of noise apart from noise in the workplace [occupational noise]. The key types of noise covered are Environmental Noise, which includes noise from transport; Neighbour Noise, which includes noise from inside and outside of people's homes; and Neighbourhood Noise, which includes noise arising from within the community such as industrial, entertainment, trade and business premises. 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, and the provisions of other Plan policies should also be met. Poorly designed lighting is responsible for sky glow and glare, which can harm wildlife, residential amenity and the character of an area, including</p>
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	a more-remote area in the Green Belt or a designated nature site. Details of the lighting design of a development should be submitted to assess the likely impact, and the provisions of other Plan policies, such as 'Nature and geology' should also be met .
Relevant Plan Objectives:	2. To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets. 8. To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.
Relevant Strategic Policy:	P1 People and Places
Links to other policies:	PEP2 Land Affected by Contamination PH1 Health and Wellbeing PD1 Design ER2 Nature conservation and enhancement ER4 Green infrastructure ER7 Landscape Character CC2 Flood risk and surface water management
Policy Context:	NPPF paragraphs 123 & 125

Policy Title:	PEP2 Land Affected by Contamination
Policy Text:	<p>Where there is evidence that a site may be affected by contamination, or the proposed development is particularly sensitive to contamination, proposals shall be accompanied by, as a minimum, a Preliminary Investigation report.</p> <p>Development will only be permitted where sufficient information is provided to verify that the potential contamination can be dealt with by remediation, such that the proposed development is shown to be viable, will be suitable for its new use, and will not place the users of the proposed development and neighbouring land uses or environment at unacceptable risk.</p> <p>Where proposals are acceptable in principle, planning permission will be granted subject to conditions requiring:</p> <ul style="list-style-type: none"> • Where appropriate, a full site investigation and assessment to be carried out prior to commencement of development; and • The development to incorporate all the remedial measures found to be necessary. <p>Where remedial measures are required to deal effectively with contamination, a verification report must be submitted to demonstrate compliance with the agreed remediation objectives and criteria.</p> <p>After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990.</p>
Explanation:	<p>Brownfield sites and land affected by contamination must be brought into beneficial use wherever possible so that land is used effectively. This will reduce the amount of derelict land and support urban regeneration.</p> <p>There are many sites in Sefton that may potentially be affected by contamination due to past industrial activities, through various waste materials that have been deposited throughout the Borough or current contaminative land uses.</p> <p>The purpose of this policy is to ensure that measures to remove or treat land affected by contamination do not endanger public health or the environment. This policy applies to land suspected of being affected by contamination or where the proposed development may be particularly sensitive to contamination.</p> <p>The policy requires developers to establish the nature, degree and extent of any contamination and other relevant ground conditions on the development site by carrying out preliminary, exploratory and main investigations (as required). If unacceptable risks are identified, it will be necessary for the developer to undertake an options appraisal, prior to developing a remediation strategy and implementation plan that deals</p>

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	<p>effectively with the risks from contamination in a sustainable way.</p> <p>Conditions will be used to ensure that the approved remediation strategy is implemented. A verification report that demonstrates compliance with the agreed remediation objectives and criteria will need to be submitted for approval prior to commencement of use of the development.</p> <p>Where a site is affected by contamination, responsibility for securing a safe development rests with the developer and/or landowner.</p>
Relevant Plan Objectives:	3, 4
Relevant Strategic Policy:	P1 People and Places
Links to other policies:	PEP1 Pollution and Hazards
Policy Context:	National Planning Policy Framework paragraphs 120, 121 & 143 Department for Environment, Food and Rural Affairs (April 2012) Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance Sefton Council Contaminated Land Inspection Strategy (Third Review) Revised August 2010

Sefton Local Plan Preferred Option document

Appendices

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Appendix 1: List of Studies

The list of studies can be found at via the web-page <http://www.sefton.gov.uk/planningstudies>, which will be updated before the start of the consultation period.

Current studies are listed below.

Consequences Study

- Consequences Study [NLP, 2013]

Agricultural Land

- Agricultural Land Study [ADAS, 2012]

Green Belt Study

- Green Belt Study [SMBC, 2013]

Housing

- 2012 Strategic Housing Land Availability Assessment for Sefton (SHLAA) [SMBC, 2013]
- 2012 5-year supply position statement
- Review of Sefton Housing Requirement [NLP, 2011]
- [Updated] Review of Sefton's Housing Requirement [NLP, 2012]
- Strategic Housing Market Assessment [Fordham Research, 2008]
- Housing Need in Sefton further detail [2010]
- Sefton Housing Search and Expectations Study [2010]
- Informed Economic Assessment of Affordable Homes [2010]
- Report to Sefton Council's Cabinet about Housing restraint and Affordable Housing [2008]
- Scope for Affordable Rent in Sefton [2011]

Employment

- Employment Land and Premises Study [BE Group, 2010]
- [Updated] Employment Land and Premises Study [BE Group, 2012]
- Joint Employment Land & Premises Study [2008]
- Economic Strategy [SMBC, 2012]

Sub-Regional Studies

- Greater Merseyside Overview Study of Development Land Needs and Supply

Retail

- Retail Strategy Review [2012]
- Bootle and Southport Health Checks 2012
- Sefton District Centres, Local Centres and Shopping Parades Study
- Committee Report for Retail Strategy Review 2012

Environmental Studies

- Green Space and Recreation Study [2009]
- Strategic Flood Risk Assessment [Capita Symonds, 2013]
- Sequential Test Position Statement [Capita Symonds, 2013]
- Draft Green Space Study [2011]
- Liverpool City Region Renewable Energy Capacity Study [2011]

Other studies

- Port Masterplan [Peel Ports, 2011]
- Health and Wellbeing Strategy [SMBC, 2013]

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Appendix 2:

List of Local Wildlife Sites and Sites of Local Geological Interest

This appendix relates especially to policy ER2 'Nature conservation and enhancement.'

Local Wildlife Sites (LWSs)

LWSs which have only local designations

- 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
- 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

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- West Lancs Golf Club
- Coastguard Station, Hall Road
- Railway Hillside Station to Birkdale Station
- Crosby Marine Lake

LWS sites which also, in their entirety, have international and/or national designations are not listed here. They are listed in the explanation to policy ER2 'Nature conservation and enhancement'.

Sites of Local Geological Interest

- 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

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Appendix 3 Approach to current urban greenspaces

Our approach to urban greenspace needs to change to reflect national planning policy. This change has largely overtaken the completion of the draft Green Space Study (2011).

Much of our public open space (such as parks, playing fields, sports club sites and allotments) will continue to be protected in both urban and rural areas. 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 allow more development whilst retaining the key characteristics of the sites as far as possible, and more development on site where this use has ceased. Almost all former private urban greenspaces will now be part of the primarily residential area. *More information is set out in Appendix 3, which is provided for information purposes only at this stage.*

This means that Sefton's Green Space and Recreation Study (2009) is likely to need early review, as the standards are based on existing provision levels.

'Current urban greenspaces' means urban greenspaces designated in the 2006 Sefton Unitary Development Plan. The proposed changes to designations set out below will be reflected on the Policy Map at the Local Plan Publication Stage. Hence, this Appendix is for information at this stage.

The information is listed separately for each Area Committee area, below, in alphabetic order:

- Crosby
- Formby
- Linacre and Derby
- Litherland and Ford
- Sefton East Parishes
- Southport
- St Oswald's and Netherpton and Orrell.

The first table in each case lists the current urban greenspaces, by urban greenspace reference number, but also showing site name, street and settlement area. The second table, where appropriate, lists other public open spaces which are in the Green Belt.

Note that while the tables highlight where more significant boundary changes may be needed, the detailed boundary of any site which is currently an urban greenspace may be subject to change at the Local Plan Publication Stage, even where this is not listed in the tables. This is to reflect site boundaries more accurately and amend historic drafting errors.

Crosby Area Committee

Crosby Area Committee - List of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

Crosby Area Committee - urban greenspaces in 2006 Unitary Development Plan						
GID	Name	Street	Settlement	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G145	Blundellsands Key Park	Warren Road	Blundellsands	Public open space	Public open space (permissive use park - Blundellsands Key Park).	
G146	Waterloo RUFC	St Michaels Road	Crosby	Public open space	Public open space (outdoor sports).	
G147	Dowhills Road Tennis Club [& open land]	Dowhills Road	Crosby	Public open space & Primarily Residential Area	Some of site is public open space (outdoor sports - tennis club) but some is not. Change latter to Primarily Residential Area	
G148	Corner Merrilocks Rd & Serpent	Merrilocks Road	Blundellsands	Primarily Residential Area	Site is below 0.25ha although a local park in Asset Management Strategy (no facilities).	
G149	Ursuline RC Primary School	Nicholas Road	Blundellsands	Educational and care institutions	Institution (school site)	
G150	St Nicholas Primary School	Nicolas Road	Blundellsands	Educational and care institutions	Institution (school site)	
G151	Marine AFC	College Road	Crosby	Public open space	Public open space (outdoor sports)	
G152	Alexandra Park	Coronation Road	Crosby	Public open space	Public open space (park)	
G153	Mere Park	Victoria Road West	Crosby	Public open space	Public open space (amenity space), as site is above 0.25ha.	
G154	Valewood Primary School	Sherwood Avenue	Crosby	Educational and care institutions	Institution (school site)	
G155	Sherwood Allotments	Sherwood Avenue	Crosby	Public open space	Public open space (allotments)	
G156	St Michaels (ex Manor High School)	Manor Road	Crosby	Educational and care institutions	Institution (school site)	
G158	Open Space Oakland Avenue	Woodend Avenue	Crosby	Public open space	Public open space (amenity space)	
G159	St Lukes Primary School	Little Crosby Road	Crosby	Educational and care institutions	Institution (school site).	

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Crosby Area Committee - urban greenspaces in 2006 Unitary Development Plan						
GID	Name	Street	Settlement	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G160	Brownmoor Park sports club	Brownmoor Park	Crosby	Public open space	Public open space (outdoor sports - tennis)	
G161	Coronation Park	Coronation Road	Crosby	Public open space	Public open space (park)	
G162	St Luke's Church	Liverpool Road	Crosby	Public open space	Public open space (churchyard and cemetery)	
G163	Great Crosby RC School	The Northern Road	Crosby	Educational and care institutions	Institution (school site).	
G164	Sacred Heart School	Liverpool Road	Crosby	Educational and care institutions	Institution (school site).	
G166	Nazareth House	Liverpool Road	Crosby	Educational and care institutions	Institution (care institution)	
G167	Sacred Heart School	Marldon Avenue	Crosby	Educational and care institutions	Institution (school site)	
G168	Merchant Taylors Playing Field	Liverpool Road	Crosby	Educational and care institutions	Institution (school playing field)	
G169_1	Victoria Park	College Road	Waterloo, Crosby	Public open space	Public open space (park)	
G169_2	Victoria Park west of Somerville Road	Somerville Road	Crosby	Public open space	Public open space (park) - used by Friends of Victoria Park as nature area.	
G170	Brooke Road West rear gardens	Brooke Road West	Waterloo	Primarily Residential Area	Long since part of back gardens -- should not be urban greenspace.	
G171	St Johns Primary School	Denmark Street	Waterloo	Educational and care institutions	Institution (school site)	
G172	St Edmunds Primary School	Oxford Road	Waterloo	Educational and care institutions	Institution (school site)	
G173	Potters Barn Park	Crosby Road South	Waterloo	Public open space	Public open space (park)	
G174	Christ Church, Old Church	Waterloo Road	Waterloo	Primarily Residential Area	Most of site covered by building best as Primarily Residential Area rather than public open space (churchyard and cemetery).	
G176	Rimrose Hope CE	Thomson Road	Seaforth	Educational and care institutions	Institution (school site)	

Crosby Area Committee - urban greenspaces in 2006 Unitary Development Plan					
GID	Name	Street	Settlement	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
	Primary School				
G178	Bowling green	Parklands Way	Waterloo	Public open space	Public open space (outdoor sports - bowling green), although site is below 0.25ha.
G179	Forefield Infants School	Forefield Lane	Crosby	Educational and care institutions	Institution (school site)
G180	Forefield Junior School	Forefield Lane	Crosby	Educational and care institutions	Institution (school site)
G181	Chesterfield School	Chesterfield Road	Crosby	Educational and care institutions	Institution (school site)
G182	Holy Family High School	Moor Lane	Thornton	Educational and care institutions	Institution (school site)
G183	Thornton Primary School	Stannyfield Drive	Crosby	Educational and care institutions (& Public open space)	Institution (former school site, most still in educational use). Flood risk management area may be public open space
G184	Edge Lane grass verge	Edge Lane	Crosby	Primarily Residential Area	Primarily Residential Area, most is already housing anyway.
G185	St William of York School	Edge Lane	Crosby	Educational and care institutions	Institution (school site)
G186	Runnells Lane Park	Runnells Lane		Public open space	Public open space (park) - although small.
G186	Runnells Lane Park	Runnells Lane	Thornton	Public open space	Public open space (park) - although small.
G187	Ramblers AFC	Moor Drive	Thornton	Public open space	Public open space (outdoor sports)
G188	Moor Park Cricket Ground	Elm Avenue	Crosby	Public open space	Public open space (outdoor sports)
G189	Crosby High School	De Villiers Avenue	Crosby	Educational and care institutions	Institution (school site)
G190	Scape Lane /Moorland Avenue Allotments	Moorland Avenue	Crosby	Public open space	Public open space (allotments)
G191	Hightown Children's park	Thornbeck Avenue	Hightown	Public open space	Public open space (park)
G192	Range Road Open Space (Kerslake Way)	Range Road (Kerslake Way)	Hightown	Primarily Residential Area	Has no formal public access, so is not public open space).

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Crosby Area Committee - urban greenspaces in 2006 Unitary Development Plan						
GID	Name	Street	Settlement	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G193	Marine Park [Crosby Coastal Park]	Mariners Road (South Of)	Waterloo	Public open space	Public open space (coastal / country park).	
G194	Crosby Marine Park (area around lakes)	South Road	Waterloo, Seaforth	Public open space	Public open space (coastal / country park).	
G195	Marine Gardens	Marine Terrace	Waterloo	Public open space	Public open space (park)	
G196	Merchant Taylors School	South Road	Crosby	Educational and care institutions	Institution (school site)	
G197	Beach Lawn Gardens	Beach Lawn	Waterloo	Public open space	Public open space (park)	
G198	Adelaide Gardens	Adelaide Terrace	Waterloo	Public open space	Public open space (park)	
G199	Crescent Gardens	Marina Crescent	Waterloo	Public open space	Public open space (park)	
G202	Moorside Park	Moorside Road	Crosby	Public open space	Public open space (park)	
G203	Waterloo Tennis Club	Park Road	Waterloo	Public open space	Public open space (outdoor sports - tennis)	
G204	Church of St Peter & St Paul	Liverpool Road	Crosby	Public open space	Public open space (churchyard and cemetery)	
G205	Merchant Taylors Girls School	Liverpool Road	Crosby	Educational and care institutions	Institution (school site)	
G206	Merchant Taylors Girls School	Liverpool Road	Crosby	Educational and care institutions	Institution (school site)	
G207	Newfield School	Edge Lane	Crosby	Educational and care institutions	Institution (school site)	
G411	Kings Park	Kings Park	Seaforth	Public open space	Public open space (park) - but may need to amend boundary as park due to be reconfigured recently.	
G420	Crosby Coastal Park (Promenade)	Hall Road West To Leopold Road	Blundellsands, Waterloo	Public open space	Public open space (coastal / country park).	
G423	Hightown Hotel	School Road	Hightown	Primarily Residential Area	Outdoor area for public house, so not really public open space (amenity space).	

Crosby Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan

Crosby Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan						
GID	Name	Street	Settlement	Proposed Designation - summary	Preferred Option Designation - explanation	
PP39712	St Marys College Sports Club		Hightown	Public open space (in Green Belt)	Public open space (outdoor sports)	
PP39717	Ronald House School			Green Belt		
PP39721	Moor Park Cricket Ground (Northern Club)		Thornton	Public open space (in Green Belt)	Public open space (outdoor sports)	
PP39790	St Mary's College Sports Ground (Crosby)		Crosby	Public open space (in Green Belt)	Public open space (outdoor sports)	
PP40	Merchant Taylors Playing Fields		Crosby	Public open space (in Green Belt)	Public open space (outdoor sports)	
SL001	Queensway Allotments	Queensway	Crosby	Public open space (in Green Belt)	Public open space (allotments)	
SL004	Chaffers Fields	Glenwyllin Road	Crosby	Public open space (in Green Belt)	Public open space (outdoor sports)	
SL010	Buckley Hill Sports Ground	Buckley Hill	Netherton	Public open space (in Green Belt)	Public open space (outdoor sports)	
SL011	Rimrose Valley Country Park (Edge Lane to Lydiate Lane)	Lydiate Lane	Crosby	Public open space (in Green Belt)	Public open space (Rimrose Valley country park)	
	Coastal park (where not covered in other sites)		Crosby / Hightown	Public open space (in Green Belt)	Public open space (coastal / countryside park)	
	Other community woodlands (such as Sniggery Wood)		Crosby / Little Crosby / Hightown	Public open space (in Green Belt)	Public open space (countryside park)	
	Thornton Crematorium		Thornton	Public open space (in Green Belt)	Public open space (churchyard and cemetery), in Green Belt	
	Little Crosby Church		Little Crosby		Public open space (churchyard and cemetery), in Green Belt	

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Formby Area Committee

Formby Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

Formby Area Committee - urban greenspaces in 2006 Unitary Development Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G209	Range Hill School	Stapleton Road/ Range Lane	Educational and care institutions	Institution (school site)
G210	Cambridge Road Recreation Ground	St Luke's Church Road	Public open space	Public open space (park)
G211	St Lukes CE Primary School	Jubilee Road	Educational and care institutions	Institution (school site)
G213	Beechwood Drive Woods	Beechwood Drive	Public open space	Public open space (natural green space), over 0.25ha.
G214	Kirklake Road west verge	Kirklake Road	Primarily Residential Area	Primarily Residential Area - road verge.
G215	Kirklake Road east verge	Kirklake Road	Primarily Residential Area	Primarily Residential Area - road verge.
G216	St Jeromes RC Primary School	Wicks Green Close	Educational and care institutions	Institution (school site)
G217	Greenloons Walk Open Space	Greenloons Walk	Public open space	Over 0.25ha, so public open space (amenity space).
G218	Woodlands County Infants School	Wicks Lane	Educational and care institutions	Institution (school site)
G219	Professional Development Centre	Park Road	Housing	Proposed housing allocation.
G220	Harebell Close Park (part of original site G220)	Ravenmeols Lane	Primarily Residential Area	Site is below 0.25ha, so Primarily Residential Area. Well-wooded.
G220_2	Ravenmeols Lane (part of original G220 Harebell Close)	Ravenmeols Lane	Primarily Residential Area	Primarily Residential Area - not a public site.
G221	Bills Lane Park	Bills Lane	Public open space	Public open space (amenity space)
G222	Youth Club	Cheapside	Educational and care institutions	Institutional use as broadly educational.

Formby Area Committee - urban greenspaces in 2006 Unitary Development Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
				Designation allows some development if key site characteristics are retained.
G223	Redgate School	Redgate	Educational and care institutions	Institution (school site)
G224	Duke Street Park	Duke Street/Phillips Lane	Public open space	Public open space (park)
G225	Our Lady of Compassion RC School	Bull Cop	Educational and care institutions	Institution (school site)
G226	Altcar Road Allotments	Altcar Road	Public open space	Public open space (allotments)
G227	Former Holy Trinity CE School	Lonsdale Road	Housing	Proposed housing allocation.
G229	Watchyard Lane (King George V) Playing Fields	Church Road	Public open space	Public open space (outdoor sports)
G231	Smithy Green open space	Smithy Green	Public open space	Public open space (amenity)
G232	Smithy Green Recreation Ground	Smithy Green	Public open space	Public open space (outdoor sports)
G233	Deansgate Lane Playing Fields	Deansgate Lane	Public open space	Public open space (outdoor sports)
G234	Formby High School	Freshfield Road (Long Lane)	Educational and care institutions	Institution (school site)
G235	St Jeromes RC Church	Greenloons Drive	Public open space	Public open space (churchyard and cemetery)
G236	Holmwood woodland and play area	Barkfield Lane	Public open space	Public open space (natural green space)
G237	Freshfield Station car park	Montagu Road	Primarily Residential Area	Primarily Residential Area
G238	Leonard Cheshire Homes	College Path	Educational and care institutions	Institution (care institution)
G239	Formby Tennis & Cricket Club	Cricket Path	Public open space & Primarily Residential Area	Most public open space (outdoor sports), but part not in sports use so could be Primarily Residential Area even though well-wooded.
G240	Freshfield Bowling Club	Timms Lane	Public open space	Public open space (outdoor sports - bowling)
G241	St Peters Church &	Green Lane	Public open space	Most public open space (churchyard and

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Formby Area Committee - urban greenspaces in 2006 Unitary Development Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
	Conservation Corner			cemetery).
G242	Trinity St Peters CE Primary School	Paradise Lane	Educational and care institutions	Institution (school site)
G244	Brewery Lane Playing Fields (Clarence House)	Brewery Lane	Educational and care institutions	Institution (school site or is it care institution?)
G245	Clarence House School (Nugent Care)	West Lane	Educational and care institutions	Institution (care institution)
G246	Holy Trinity Church	Rosemary Lane	Public open space	Most public open space (churchyard and cemetery), and also includes some tennis courts which may be linked to the church.
G247	Church of Our Lady	School Lane	Educational and care institutions	Institution (school site)
G248	Freshfield CP School	Watchyard Lane	Public open space	Institution (school site)
G249	Vicarage Road Open Space	Vicarage Road	Primarily Residential Area	Site is below 0.25ha, although well-wooded.
G250	Formby swimming pool (southern part of pool site)	Dukes Way	Public open space	Public open space (amenity space) - but amend boundary to join the two swimming pool sites together.
G251	Formby swimming pool (northern part of site)	Dukes Way	Public open space	Public open space (amenity space) - but amend boundary to join the two swimming pool sites together.
G407	Land at the Lingdales	Lingdales	Public open space	Public open space (amenity space) as above 0.25ha.

Formby Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan

Formby Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan		Preferred Option Proposed Designation - explanation
GID	Name	Preferred Option Proposed Designation - explanation
AL010	Allotments	Public open space (in GB) - allotments
	Coastal park (where not covered in other sites)	Public open space (coastal / countryside park)
	Other community woodlands (such as Sniggerly Wood)	Public open space (countryside park)

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Linacre and Derby Area Committee

Linacre & Derby Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

Linacre & Derby Area Committee - urban greenspaces in 2006 Unitary Development Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G009_2	Centenary Gardens	Stanley Road	Regeneration area and public open space	Site of Hugh Baird College extension to be same designation as rest of Hugh Baird (regeneration area). Rest of site to be public open space (park)
G002	Site of former Bootle Sports Stadium	Stuart Road North	Public open space	Public open space (outdoor sports)
G004	Hillside High School	Breeze Hill	Educational and care institutions, maybe part public open space (outdoor sports)	Institution (school site) - at least the front part of the site). Need to decide whether Stuart Road Playing Fields should be public open space.
G005	Bedford Primary School	Balliol Road East / Quarry Road	Educational and care institutions	Institution (school site)
G007_1	South Park	Balliol Road	Public open space	Public open space (park)
G007_2	Bootle Cricket Club	Wadham Rd	Public open space	Public open space (outdoor sports)
G010	Derby Park	Worcester Road	Public open space	Public open space (park)
G011	Hatfield Road former bowling green	Hatfield Road	Primarily Residential Area	Primarily Residential Area
G012	Christ Church CE School	Waterworks Street	Educational and care institutions & Primarily Residential Area	Housing area - Primarily Residential Area. Rest of site - Institution (school site)
G013	Ash Street Park War Grave	Ash Street	Primarily Residential Area	Primarily Residential Area
G014	Former St Mary's School playing field	Ashcroft Street	Housing	Proposed housing allocation
G016_1	St Marys CE Primary School	Irlam Road	Institution	Institution (former school site)
G016_2	Bank Road open space	Bank Road	Primarily Residential Area	Primarily Residential Area

Linacre & Derby Area Committee - urban greenspaces in 2006 Unitary Development Plan			
GID	Name	Street	Preferred Option Proposed Designation - summary
G017	St Marys Garden of Rest	Irlam Road	Public open space
G018	Ashcroft Street open space	Ashcroft Street	Primarily Residential Area
G019	Marsh Lane Field	Irlam Road	Public open space
G020	Beech Road Open Space	Marsh Lane	Public open space
G021	St Monicas RC Primary School	Kelly Drive	Educational and care institutions
G023	Pleasant Street Open Space	Pleasant Street	Primarily Residential Area
G024	Marsh Lane Play Area	Marsh Lane	Public open space
G025	North Park	Stanley Road	Public open space
G026	Open Space Gas Depot	Linacre Lane	Regeneration Area
G027	Infilled former railway cutting	Fernhill Road	Educational and care institutions & Primarily Residential Area
G028	Thomas Gray Primary School	Chesnut Grove	Educational and care institutions
G029	Former Thomas Gray Infants School	Balfour Road	Primarily Residential Area & Educational and care institutions
G030	All Saints Primary School	Marsh Lane	Educational and care institutions
G032	Poets Park	Peel Road	Public open space
G033	Peel Road Play Area	Peel Road	Primarily Residential Area
G034	St Joan of Arc Primary School	Rimrose Road	Housing
G036	Seaforth Road Open	Seaforth Road	Public open space
			Public open space (park)
			Primarily Residential Area
			Public open space (amenity greenspace), but boundary needs to be amended.
			Public open space - amenity greenspace. Site enhanced in last few years with new fencing, paths, turning areas, landscaping and layout.
			Institution (school site)
			Primarily Residential Area. Site is below 0.25a.
			Public open space (park)
			Public open space (park)
			Regeneration area , in line with surrounding areas
			Part institution (school site), rest Primarily Residential Area
			Institution (school site)
			Redraw the boundary as part of the site within new school (institution – school site), rest surplus to education so Primarily Residential Area
			Institution (school site)
			Public open space (park)
			Primarily Residential Area
			Proposed housing allocation.
			Public open space (amenity space)

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Linacre & Derby Area Committee - urban greenspaces in 2006 Unitary Development Plan			
GID	Name	Street	Preferred Option Proposed Designation - summary
	Space (south) - Near Verdi Street		
G037	Deepdale Park & Youth Training Centre	Gray Street	Primarily Residential Area
G039	Our Lady Star of the Sea RC School	New Fort Way	Educational and care institutions
G043	Greenacre Nursery School	Province Road	Educational and care institutions
G085	Railway land	Hornby Boulevard	Primarily Residential Area
G087	Norfolk Place Open Space	Norfolk Place	Primarily Residential Area
G088	Bowersdale Park	Seaforth Road	Public open space
G089	Seaforth Triangle (north)	Seaforth Road	Public open space
G090	Former Proposed Road Primary School	Elm Drive	Housing
G394_1	Leeds and Liverpool Canal Linacre Bridge to Bedford Place	Bedford Place To Linacre Lane	Public open space
G408	Bootle Village, adjacent to library	Stanley Road	Bootle Regeneration area
			Preferred Option Proposed Designation - explanation
			Suggest Primarily Residential Area
			Institution (school site)
			Institution (school site)
			Primarily Residential Area
			Primarily Residential Area
			Public open space (park)
			Public open space (amenity space)
			Proposed housing site allocation
			Public open space (natural green space / water space - canal).
			Site is below 0.25ha, so designate in line with its surroundings.

Litherland and Ford Area Committee

Litherland & Ford Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

Litherland and Ford Area Committee - urban greenspaces in 2006 Unitary Development Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G038	Railway cutting adjacent to St Wilfreds School	Hawthorne Road	Primarily Residential Area / Educational and care institutions	Part school playing field (institution), part Primarily Residential Area.
G040	Longfield Road Park	Longfield Road	Public open space	Public open space (park)
G041	Lathom Road Bowling green Ground	Lathom Road	Public open space	Public open space (community garden, and outdoor sports), but may need to amend boundary
G042	Mellanear Park	Lunt Road	Public open space	Public open space (park)
G047	Site north of Beach Road, Rimrose Valley		Public open space	Public open space (country park)
G049	Shared School playing field	Braby Road	Educational and care institutions	Institution (school site - detached school playing field)
G050	St Elizabeths RC School	Webster Street	Educational and care institutions	Institution (school site)
G074	Captains Lane Open Space	Captains Lane	Public open space	Public open space (amenity green space)
G076	St Philips Primary School	Church Road	Educational and care institutions	Institution (school site)
G077	St Philips Church	Orrell Road	Public open space	Public open space (churchyard and cemetery)
G078	St WilfridsRC High School	Hawthorne Road	Housing	Housing site
G081	Kirkstone Park	Moss Lane	Public open space	Public open space (park)
G082	English Martyrs RC School	School Lane	Educational and care institutions	Institution (school site)
G084	Thirlmere Drive Tennis Courts	Thirlmere Drive	Primarily Residential Area & Public open space	Primarily Residential Area on bit already developed, and Public open space (outdoor sports) for the rest (if over 0.25ha).
G086	Hapsford Road Park	Palmerston Drive	Public open space	Public open space (park)

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Litherland and Ford Area Committee - urban greenspaces in 2006 Unitary Development Plan			
GID	Name	Street	Preferred Option Proposed Designation - summary
G091	Hatton Hill Park	Hatton Hill Road	Public open space
G092	Allotments Hatton Hill Rd	Hatton Hill Road	Public open space
G093	Hatton Hill Primary School	Hatton Hill Road	Educational and care institutions
G094	Canal footbridge approaches	Kirkstone Road West	Public open space
G095	Lonsdale Park	Lonsdale Road	Public open space
G096	Our Lady Queen of Peace School	Ford Lane	Educational and care institutions & housing allocation
G104	Broad Hey / Sefton Moss Lane Community Woodland	Sefton Moss Lane	Public open space
G106	Liverpool RC Cemetery	Gorseley Lane	Public open space
G107	Litherland Sports Park	Robinson Road	Public open space
G108	Assessment Centre (Former School of the Good Shepherd)	Sterrix Lane	Housing
G129	'The Backy'	Bark Road	Public open space
G130	Boundary Road verge	Boundary Road	Primarily Residential Area
G131	Former Beach Road School Playing Fields	Ranelagh Avenue	Educational and care institutions
G132	Amos Square Open Space	Hythe Avenue	Public open space
G133	Lander Road School	Lander Road	Primarily Residential Area
G135	Litherland Moss Primary School	Sterrix Lane/Boundary Road	Educational and care institutions
			Public open space (park)
			Public open space (allotments)
			Institution (school site)
			Public open space (country park) - links to Rimrose Valley
			Public open space (park)
			Part institution (school site), part – the former playing field - is a proposed housing allocation.
			Public open space (natural green space)
			Public open space (churchyard and cemetery)
			Public open space (outdoor sports) - but amend and check boundaries to reflect current uses in the area.
			Proposed housing allocation.
			Public open space (park)
			Primarily Residential Area
			Institution (former school playing field)
			Public open space (park)
			Primarily Residential Area - not 'green' so does not justify Educational and care institutions designation.
			Institution (school site) - but amend and check boundaries to reflect current uses in the area.

Litherland and Ford Area Committee - urban greenspaces in 2006 Unitary Development Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G138	Litherland High School	Sterrix Lane	Educational and care institutions	Institution (school site)
G140	Grasmere Drive Verge	Grasmere Drive	Primarily Residential Area	Primarily Residential Area, as road verge
G394_2	Leeds and Liverpool Canal Linacre Lane to Church Road	Linacre Lane To Church Road	Public open space	Public open space (natural green space / water space - canal).
G398	Leeds and Liverpool Canal Rimrose Valley to Church Road	Church Rd To Field View	Public open space	Public open space (natural green space / water space - canal).
G410	Hornby Flats	Linacre Road	Primarily Residential Area	Private site, so not public open space -- is Primarily Residential Area
G414	Small area adj Ash Road & existing RV gateway greenspace	Ash Road	Public open space	Part of public open space (Rimrose Valley country park)
G418	Land between the canal and Brunel Drive Litherland	R/O Brunel Drive	Primarily Residential Area	Primarily Residential Area
G422	Land at Field Lane	Brunel Drive	Public open space	Public open space (amenity space) - but boundary needs to be extended to reflect current situation

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Litherland and Ford Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan

Litherland and Ford Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
SL002	Rimrose Valley Wetland	Beach Road	Public open space (in Green Belt)	Public open space (part of Rimrose Valley country park)
SL003	Brook Vale playing fields	Brook Vale	Public open space (in Green Belt)	Public open space (outdoor sports)
SL005	Leeds and Liverpool Canal from Field View to winding hole near Ford View	Field View	Public open space (in Green Belt)	Public open space (natural green space / water space - canal).
SL007	Rimrose Valley Country Park (south of Rimrose Valley Road)	Beach Road	Public open space (in Green Belt)	Public open space (Rimrose Valley country park)
	Other community woodland		Public open space (in Green Belt)	Public open space (country park)
	Canal (where it lies in the Green Belt)		Public open space (in Green Belt)	Public open space (natural green space / water space - canal).

Sefton East Parishes Area Committee

Sefton East Parishes Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

Sefton East Parishes Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G114	Railway land Old Roan Station	Copy Lane	Primarily Residential Area	Primarily Residential Area
G128	Railway land Old Roan Station	Copy Lane	Primarily Residential Area	Primarily Residential Area
G143	Bull Lane Open Space (Aintree Triangle)	Bull Lane	Primarily Residential Area	Primarily Residential Area - poor surveillance, poor access, and site is on many levels (including railway cutting).
G252	Weld Blundell open space	Southport Road	Public open space	Public open space (amenity space)
G253	Mallory Park	Mallory Avenue	Public open space	Public open space (park)
G254	St Gregorys School	Sandy Lane	Educational and care institutions	Institution (school site)
G256	Lydiate Junior School	Lambshear Lane	Educational and care institutions	Institution (school site)
G257	Lambshear Lane Open Space	Lambshear Lane	Public open space	Public open space (outdoor sports)
G258	Oakhill Park (bowling green)	Liverpool Road	Public open space	Public open space (outdoor sports)
G259	Ridgeway Park	Coronation Road	Public open space	Public open space (park)
G260	Kenyons Lane Open Space	Kenyons Lane	Public open space	Public open space (park)
G261	Northway Primary School	Northway	Educational and care institutions	Institution (school site)
G262	Clent Gardens	Clent Gardens	Public open space	Public open space (park)
G263	Lathom Gardens	Lathom Drive	Primarily Residential Area	Primarily Residential Area as site is below 0.25ha. Site managed by Maghull Town Council.
G264	Moss Park	Gilpin Avenue	Public open space	Public open space (park)

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Sefton East Parishes Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan					
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G265	Mersey Avenue Park	Mersey Avenue	Public open space	Public open space (park)	
G266	Dodds Park	Dodds Lane	Public open space	Public open space (park)	
G267	Round Meade Park	The Round Meade	Public open space	Public open space (park)	
G268	St John Bosco School	Green Lane	Educational and care institutions	Institution (school site)	
G270	South corner Westway/Lpool Rd	Westway	Primarily Residential Area	Primarily Residential Area as site is below 0.25ha. Well-wooded.	
G271	Deyes High & St Andrews School	Northway	Educational and care institutions	Institution (school site)	
G273	Whinney Brook Playing Fields	Eastway	Public open space	Public open space (outdoor sports)	
G274	Glenn Park	Eastway	Public open space	Public open space (park)	
G275	Maricourt High School	Hall Lane	Educational and care institutions	Institution (school site)	
G276	Maricourt High School lower	Hall Lane	Educational and care institutions	Institution (school site)	
G278	Parkhaven Trust (Kyffin Taylor & James Page houses)	Damfield Lane	Educational and care institutions	Institution (care institution)	
G279	Land south west of Damfield Lane	Damfield Lane	Primarily Residential Area	Primarily Residential Area, as no public access. Within Conservation Area and adjacent to Listed Building and canal, so site's openness has cultural & historic importance.	
G280	Parkhaven Trust	Sefton Lane	Educational and care institutions	Institution (care institution), but split the site ('extra-care' & Parkhaven).	
G281	Maghull High School	Ormonde Drive	Educational and care institutions	Institution (school site)	
G282	King George V Playing Fields	Northway	Public open space	Public open space (park)	
G283	Old Hall Playing Field	Hall Lane	Public open space	Public open space (outdoor sports)	
G284	Land at Maghull Station	Station Road	Primarily Residential Area	Site is mostly Local Wildlife Site and has	

Sefton East Parishes Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G285	Old Hall Park (Former school site)	Hall Lane	Public open space	TPOs, also some FZ2 and FZ3. Public open space (park)
G286	St Georges Primary School	Old Hall Road	Educational and care institutions	Institution (school site)
G288	Pimbley Playing Field	Fieldway	Public open space	Public open space (outdoor sports)
G289	Summerhill Primary School	Poverty Lane	Educational and care institutions	Institution (school site)
G290_1	Hudson Primary School	Moorhey Road	Educational and care institutions	Institution (school site)
G290_2	Moorhey Park	Church Road	Public open space	Public open space (park)
G292	Jcn Liverpool Rd South	Liverpool Road South	Public open space	Site is over possible 0.25ha, so public open space (amenity space) (although could be seen as a highway verge and thus Primarily Residential Area).
G293	North corner Westway/Liverpool Rd	Westway	Primarily Residential Area	Site smaller than 0.25ha. Primarily Residential Area
G294	St Andrews Church	Damfield Lane	Public open space	Public open space (churchyard and cemetery)
G295	St Georges Church	Station Road / Gatley Drive	Primarily Residential Area and may be some Public open space	Some is churchyard so public open space (churchyard and cemetery). Rest Primarily Residential Area except small area of undeveloped space (public open space – outdoor sports - if below 0.25ha). Review site boundaries.
G296	Haig Crescent Open Space	Haigh Crescent	Primarily Residential Area	Primarily Residential Area as road verge, even if maintained by Parish Council.
G297	South Meade Open Space	South Meade	Public open space	Public open space (park)
G298	Rainbow Park	Rainbow Drive	Public open space	Public open space (park)
G299	Melling Primary School	Wheeler Drive	Educational and care institutions	Institution (school site)
G300	Open Space in Sefton village	Bridges Lane	Green Belt	Sefton village proposed to become a

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Sefton East Parishes Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
	centre			'washed over' village in the Green Belt. As site is private, will lie within the Green Belt but will not be Public open space.
G301	Davenhill Primary School	Aintree Lane	Educational and care institutions	Institution (school site)
G302	Harrow Drive Park	Harrow Drive	Public open space	Public open space (park /playing fields)
G303	Holy Rosary RC School	Oriel Drive	Educational and care institutions	Institution (school site)
G304	Former Holy Rosary Primary School	Aintree Lane	Educational and care institutions	Institution (former school site)
G392	Leeds and Liverpool Canal Northway to Pimbley Fields	Northway To Pimbley Fields	Public open space	Public open space (natural green space / water space - canal).
G393_2	Leeds and Liverpool Canal r/o Netherton Grange to railway line	Netherton Grange	Public open space	Public open space (natural green space / water space - canal).
G395	Leeds and Liverpool Canal Maghull Brook to Northway	Northway	Public open space	Public open space (natural green space / water space - canal).
G396	Leeds and Liverpool Canal Ormskirk Road to railway line	West From Ormskirk Road	Public open space	Public open space (natural green space / water space - canal).
G397	Leeds and Liverpool Canal Racecourse Industrial Estate to Ormskirk Road	East From Ormskirk Road	Public open space	Public open space (natural green space / water space - canal).
G399	Leeds and Liverpool Canal Spencers Lane to M57	Spencers Lane	Public open space	Public open space (natural green space / water space - canal).
G412	Satinwood Crescent, Melling	Satinwood Crescent,	Public open space	Public open space (park) as includes children's play, although is below 0.25ha.
G413	Hickory Grove, Melling		Public open space	Public open space (natural green space)
G415	St Helen's Church Sefton	Lunt Road	Green Belt & Public open space	Sefton village due to become a 'washed over' village, i.e. in Green Belt, but site will

Sefton East Parishes Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan			
GID	Name	Street	Preferred Option Proposed Designation - explanation
G416	Punch Bowl Public House	Lunt Road	still be Public open space as it is a churchyard and cemetery. Sefton village due to become a 'washed over' village in the Green Belt, but public open space as an outdoor sports site (bowling green).
G417	Trans Pennine Trail north of Park Lane	Sentinel Way	Primarily Residential Area.

Sefton East Parishes - list of proposed new public open spaces in the Green Belt for designation in the Local Plan

Sefton East Parishes Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan			
GID	Name	Street	Preferred Option Proposed Designation - explanation
PP39708	Sandy Lane Playing Fields		Public open space (outdoor sports), within the Green Belt.
	Country Parks and community woodland		Public open space (countryside park) within the Green Belt.
	Canal (where it lies in the Green Belt)		Public open space (natural green space / water space - canal).

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Southport Area Committee

Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G001	Land at Folkestone Road	Folkestone Road	Public open space	Public open space (amenity space) as more than 0.25ha.
G003	Land North of Meols Cop Retail Park	Meols Cop Lane	Public open space	Public open space (amenity space), as site is over 0.25ha.
G006	Malham Close	Malham Close	Public open space	Public open space (amenity space), as site is over 0.25ha.
G008	Shore Road grass verge	Shore Road	Public open space	Public open space (natural & semi greenspace). Part of Kenilworth Road greenspace system, integral to design of surrounding housing area.
G015	Kenilworth Road grass verge	Kenilworth Road	Primarily Residential Area	Primarily Residential Area. Highway verge, elevated.
G031_1	Land north Dobbies Garden Centre	Benthams Way	Housing	Proposed housing allocation
G031_2	Dobbies Garden Centre	Benthams Way	Primarily Residential Area	Primarily Residential Area
G035_1	Christ the King School	Benthams Way/Stamford Road	Educational and care institutions	Institution (school site)
G035_2	formerly classed as Christ the King School	Benthams Way	Proposed housing allocation	Proposed housing allocation (but scheme should incorporate detached school playing field)
G053	Land adjacent Town Lane Commerce Park	Town Lane	Primarily Industrial Area & Primarily Residential Area	Part of landscape, parkland structure for Southport Business Park and housing site.
G071	Rose Crescent (garden in front of 35-69 Cherry Road	Cherry Road	Primarily Residential Area	Primarily Residential Area, as site is less than 0.25ha.
G306	Ferryside Lane Recreation Ground	Ferryside Lane	Public open space	Public open space (outdoor sports)

Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G307	Marine Dr/Preston New Rd Triangle	Marine Drive	Public open space	Public open space (amenity space) as over 0.25ha, although could be seen as a highway verge.
G308	Crossens Community Park	Rufford Road	Public open space	Public open space (outdoor sports)
G309	Marshside Primary School	Eiswick Green	Educational and care institutions	Institution (school site)
G310	Fleetwood & Hesketh Sport & Social Club	Freckleton Road	Public open space	Public open space (outdoor sports)
G311	Preston New Road Recreation Gr	Preston New Road	Public open space	Public open space (outdoor sports)
G312	North end of the Stray	Rathmore Crescent	Public open space	Public open space (natural green space), but may need to amend boundary
G313	Larkfield, Prestfield - Primary School	Preston New Road	Educational and care institutions	Institution (school site)
G314	North mid-section of the Stray	Rathmore Crescent	Public open space	Public open space (natural green space), but may need to amend boundary
G315	South mid-section of The Stray	Lexton Drive	Public open space	Public open space (natural green space), but may need to amend boundary
G316	Botanic Gardens	Bankfield Lane	Public open space	Public open space (park)
G317	Churchtown Primary	St Cuthberts Road	Educational and care institutions	Institution (school site)
G318	St Patricks RC Primary School	Radnor Drive	Educational and care institutions	Institution (school site)
G320	Stanley High School	Marshside Road	Educational and care institutions	Institution (school site)
G321	Peacehaven House	Roe Lane	Educational and care institutions	Institution (care institution)
G322	Devonshire Road Recreation Ground	Devonshire Road	Public open space	Public open space (outdoor sports)
G323	Canning Road Recreation Ground	Canning Road	Public open space	Public open space (outdoor sports)
G324	Russell Road Recreation Ground	Russell Road	Public open space	Public open space (outdoor sports)

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Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan					
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G325	Norwood Primary School	Norwood Crescent	Educational and care institutions	Institution (school site)	
G326	Meols Cop School & KGV College	Norwood Road	Educational and care institutions	Institution (college site)	
G327	Southport FC	Haig Avenue	Public open space	Public open space (outdoor sports)	
G328	Sphynx Tennis Club	Ashdown Close	Public open space	Public open space (outdoor sports - tennis)	
G329	Bishop David Shepherd School	Lawson Street	Educational and care institutions	Institution (school site)	
G331	Hesketh Park	Park Crescent	Public open space	Public open space (park)	
G332	Land at the rear of Argyle Road (Argyle Tennis Club)	Argyle Road	Public open space	Public open space (outdoor sports - tennis)	
G333	Lord Street gardens	Lord Street	Public open space	Public open space (park)	
G335	Compton Road Park	Compton Road	Public open space	Public open space (park)	
G336	Duke Street Cemetery	Duke Street	Public open space	Public open space (churchyard and cemetery)	
G337	St Peters Church	St Peters Road	Public open space	Public open space (churchyard and cemetery)	
G338	St Pauls Church	St Pauls Street	Primarily Residential Area	Most of site is covered by church building, little is green - Primarily Residential Area.	
G339	St Paul's Gardens	Duke Street	Public open space	Formal local park, although below 0.25ha - public open space (amenity space).	
G340	Southport Cricket Club	Trafalgar Road	Public open space	Public open space (outdoor sports)	
G341	School for the Partial Hearing	Granville Road	Educational and care institutions	Institution (former school and care institution)	
G342	Greenbank High School	Hastings Road	Educational and care institutions	Institution (school site)	
G343	Kew Woods School	Ovington Drive	Educational and care institutions	Institution (school site)	
G344	SRUFC & Waterloo Rd Recreation	Waterloo Road	Public open space	Public open space (outdoor sports)	
G345	Bedford Park	Kew Road	Public open space	Public open space (park)	
G346	Carr Lane Recreation Ground	Carr Lane	Public open space	Public open space (outdoor sports)	

Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan					
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	Preferred Option Proposed Designation - explanation
G347	Birkdale High School	Windy Harbour Road	Educational and care institutions	Institution (school site)	Institution (school site)
G349	Birkdale RC Cemetery	Liverpool Road	Public open space	Public open space (churchoyard and cemetery)	Public open space (churchoyard and cemetery)
G350	Ainsdale Methodist church and Hall	Liverpool Avenue	Public open space	Public open space	Public open space (churchoyard and cemetery)
G351	Ainsdale War Memorial/Village Green	Liverpool Road	Public open space	Public open space	Public open space (amenity space)
G352	Sandbrook Rd Woodland (former tree nursery)	Sandbrook Road	Public open space	Public open space	Public open space (natural green space)
G353	King Meadow Primary School and early years education centre	Meadow Lane	Educational and care institutions	Educational and care institutions	Institution (school site)
G354	The Ainsdale Sports and Social Club	Gleneagles Drive	Public open space	Public open space	Public open space (outdoor sports)
G355	Cherry Road Playground	Cherry Road	Public open space	Public open space	Public open space (park)
G356	Former St John Stone RC Primary	Meadow Lane	Housing	Housing	Proposed housing allocation
G358	Pinfold Lane Play Area	Pinfold Lane	Public open space	Public open space	Public open space(parks and gardens). (Important local park, although site is below 0.25ha.
G359	South end of The Stray	Balmoral Drive	Public open space	Public open space	Public open space (natural green space) - was previously AG (amenity green space)
G360	Disused railway	Verulam Road	Primarily Residential Area	Primarily Residential Area	Long narrow strip, at rear of private gardens.
G361_A	Merefield (Special) School	Westminster Drive	Educational and care institutions	Educational and care institutions	Institution (school site)
G361_B	Shoreside C.P. School	Westminster Drive	Educational and care institutions	Educational and care institutions	Institution (school site)
G362	Dunes north of Kenilworth Road	Kenilworth Road	Public open space	Public open space	Public open space (natural green space) - more than just a verge.
G363	Land east of Kenilworth Road	Kenilworth Road	Public open space	Public open space	Public open space (natural green space), as over 0.25ha, although could see this as a highway verge and hence Primarily Residential

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Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G364	Land west of Kenilworth Road	Kenilworth Road	Public open space	Area. Public open space (natural green space), as over 0.25ha, although could see this as a highway verge and hence Primarily Residential Area.
G365	Churchtown Primary School Playing Fields	Sunny Road	Educational and care institutions	Institution (school site)
G366	St Cuthberts Churchyard	Botanic Road	Public open space	Public open space (churchoyard and cemetery)
G367	Meols Park	Scarbrick New Road	Public open space	Public open space (park and playing fields).
G368	Shore Road grass verge	Stratford Close	Public open space	Public open space (natural green space), as over 0.25ha, although could see this as a highway verge and hence Primarily Residential Area.
G369	Farnborough Road Primary School	Farnborough Road	Educational and care institutions	Institution (school site)
G370	Queenscourt Hospice	Town Lane (Kew)	Educational and care institutions	Institution (care institution)
G371_1	Land west of Southport General Hospital (1)	Town Lane Kew	Educational and care institutions	Institution (care institution - hospital) – but may need to amend boundary
G371_2	Land west of Southport General Hospital (2)	Town Lane Kew	Educational and care institutions	Institution (care institution - hospital) – but may need to amend boundary
G372	Town Lane Playground	Town Lane	Public open space	Public open space (park)
G373	Land west of Town Lane	Town Lane	Public open space	Public open space (country park)
G374_1	Portland Street Playing Fields (original site G374)	Portland Street	Public open space	Public open space (outdoor sports) – but may need to amend boundary to reflect current land uses in area
G374_2	Part of Town Lane 'Country Park' i.e. G377 (formerly part of site G374)	Benthams Way	Public open space	Public open space (country park)– but may need to amend boundary to reflect current land uses in area
G377_1	Town Lane 'Country Park'	Benthams Way	Public open space	Public open space (country park) – but may

Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G377_2	Town Lane Allotments	Town Lane	Public open space	need to amend boundary to reflect current land uses in area
G377_3	Part of Portland Street Playing Fields (used to be mistakenly in G377)	Portland Street	Public open space	Public open space (allotments) – but may need to amend boundary to reflect current land uses in area
G379	Sandbrook Road Recreation Ground	Sandbrook Road	Public open space	Public open space (outdoor sports) – but may need to amend boundary to reflect current land uses in area
G380	Hesketh Golf Links	Cockle Dicks Lane	Public open space	Public open space (outdoor sports)
G381	Ovington Drive Open Space	Ovington Drive	Public open space	Public open space (golf)
G382	Victoria Park	Rotten Row	Public open space and some Southport Seafront only	Public open space (park)
G385	Rookery Sports & Social Club	Roe Lane	Public open space	Most is public open space (park), but need to amend boundary to remove the Caravan Club site (which is in Southport Seafront area), and separate the Flower Show site from the Council site at the south end.
G386	Marine Drive Triangle	Marine Drive	Primarily Residential Area	Public open space (outdoor sports)
G387	Seacroft Crescent Open Space	Seacroft Crescent	Primarily Residential Area	Primarily Residential Area
G389	Hartley Road Blundell Drive Gardens	Hartley Road	Public open space	Site below 0.25ha. In Flood Zone2 and Flood Zone 3 - Primarily Residential Area.
G390	Meadow Homes	Sandbrook Road	Housing	Public open space (park)
G400	Botanic Gardens Bowling Green	Botanic Road	Public open space	Proposed housing allocation.
G403	Southport General Hospital	Town Lane (Kew)	Educational and care institutions	Below 0.25ha but otherwise public open space (outdoor sports – bowls. May be possibility of merging with Botanic Gardens site?)

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Southport Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G404	St Johns Church		Public open space	Public open space (churtyard and cemetery)
G405	Crossens C of E Primary School	Rufford Road	Educational and care institutions	Institution (school site)
G406	The Pastures	Baytree Close	Primarily Residential Area	Site is below 0.25ha. Primarily Residential Area
G419_1	Southport Marine Lake, east of new bridge and pier	Promenade	Public open space	Public open space (park) - but may need to amend boundary
G419_2	Floral Hall Gardens	The Promenade	Public open space	Public open space (park) - but may need to amend boundary
G419_3	Princes Park	Marine Parade	Southport Seafront	Part of proposed 'Marine Park' development site - but may need to amend boundary.
G419_4	Lakeside Railway	Off Marine Parade	Public open space	Public open space (park) - but may need to amend boundary
G419_5	Marine Lake, Kings Gardens	Promenade	Public open space	Public open space (water space) - but may need to amend boundary
G421	Churchtown Tennis Club	Mill Lane Crescent	Public open space	Public open space (outdoor sports)

Southport Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan

Southport Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan					
GID	Name	Street	PO Proposed Designation - summary	PO Proposed Designation - explanation	
AL001	Birkdale Irrigation Allotments	Moss Road	Public open space (in the Green Belt)	Public open space (in GB) - allotments	
AL003	Churchtown Allotments	Blundell Lane	Public open space (in the Green Belt)	Public open space (in GB) - allotments	
AL004	Moss Lane Allotments	Moss Lane	Public open space (in the Green Belt)	Public open space (in GB) - allotments	
PP24	Liverpool Road Recreation Ground		Public open space (in the Green Belt)	Public open space (outdoor sports and park)	
PP39680	YMCA Playing Fields		Public open space (in the Green Belt)	Public open space (outdoor sports)	
	Other parts of the coastal park		Public open space (in the Green Belt)	Public open space (coast / countryside park)	

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St Oswald's and Nethererton and Orrell Area Committee Area Committee

St Oswald's and Nethererton and Orrell Area Committee - - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan

St Oswald's and Nethererton and Orrell Area Committee - - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan					
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G022	Dismantled railway	Southport Road	Primarily Residential Area	Primarily Residential Area	
G044	St George of England School	Fernhill Road	Primarily Residential Area	As little green space, consider changing to Primarily Residential Area.	
G045	Fernhill Sports Centre	Fernhill Road	Primarily Residential Area	Sports centre forming part of The Hawthornes [Free] School next door, but very little of site is green hence not institution.	
G046	Bootle Cemetery	Linacre Lane	Public open space	Public open space (churtyard and cemetery)	
G048	Menai Park	43 Cinder Lane Orrell	Public open space	Public open space (park)	
G051	Orrell Mount Park	Orrell Road	Public open space	Public open space (park)	
G052	St Robert Bellarmines RC School	Harris Drive	Educational and care institutions	Institution (school site)	
G054	Allotments Gardner Avenue	Gardner Avenue	Public open space	Public open space (allotments)	
G055	Orrell Lane Sports Ground	Orrell Lane	Primarily Residential Area	Now developed for housing	
G056	Abbeystead Park	Park Lane	Public open space	Public open space (park)	
G057	Park Lane Verge	Park Lane	Primarily Residential Area	Primarily Residential Area, as surroundings	
G058	Littlewoods Sports Ground (Everton juniors)	Dunnings Bridge Road	Public open space	Public open space (outdoor sports)	
G059	Nethererton Park Community Centre (site of former Nethererton Park Primary School)	Dunnings Bridge Road	Educational and care institutions	Broadly educational use. School closed & demolished but Director of CS advises that new community centre uses playing fields and is seeking to improve public access and children's	

St Oswald's and Netherpton and Orrell Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
				play facilities on them.
G060	Adult Training Centre	Park Lane	Primarily Residential Area	Housing.
G061	Deerbarn Park	Deerbarn Drive	Public open space	Public open space (park)
G062_A	Highway Verge	Ormskirk Road Area	Primarily Residential Area	Primarily Residential Area
G062_B	Highway Verge	Dunnings Bridge Road Area	Primarily Residential Area	Primarily Residential Area
G062_C	Highway Verge	Copy Lane	Primarily Residential Area	Primarily Residential Area
G063	Ollery Green Play Area	Ollery Green	Public open space	Public open space (park), although site is below 0.25ha.
G064	Allotments Browns Lane	Browns Lane	Public open space	Public open space (allotments)
G065	Our Lady of Walsingham School	Stand Park Avenue	Educational and care institutions	Institution (school site)
G067	Bootle Golf Course	Sefton Moss Lane	Public open space	Public open space (Bootle Golf Course)s
G068	Atlantic Industrial Open Space	Dunnings Bridge Road	Primarily Industrial Area	Primarily Industrial Area, some already built on
G069	Allotments Dunnings Bridge Road	Dunnings Bridge Road	Public open space	Public open space (allotments)
G070	Savio RC High School	Dunnings Bridge Road	Educational and care institutions	Institution (school site)
G072	Giro Park (Orrell Public Pleasure Ground)	Netherpton Way	Public open space	Public open space (park)
G073	Railway land	Harris Drive	Primarily Residential Area	Primarily Residential Area
G098	IMPACT Pupil Referral Unit	Daleacre Drive	Housing, part Educational and care institutions	Part of site in education use as Pupil Referral Unit, rest is a proposed housing allocation.
G099	Gorse Lane/Edge Lane/Buckley Hill Open Space	Edge Lane	Public open space	Public open space (country park) - part of Rimrose Valley
G100	Blyth Hey Open Space	Buckley Hill Lane	Public open space	Public open space (park)

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St Oswald's and Nethererton and Orrell Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan				
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation
G102	Land at Buckley Hill Fire Stat	Buckley Hill Lane	Educational and care institutions	Closest to an Institutional use (although no care element)
G103	Pendle Play Park	Pendle Drive	Public open space	Public open space (park)
G109	Holy Spirit Primary School	Sefton Moss Lane	Educational and care institutions	Institution (care institution)
G110	Nethererton Moss CP School	The Marian Way	Educational and care institutions	Institution (care institution)
G111	St Christopher's woodland park	Swifts Lane	Public open space	Public open space (natural green space) - was previously shown as Amenity Greenspace.
G112	Marian Park	Sarahs Croft	Public open space	Public open space (park)
G113	St Oswalds School	Browns Lane	Educational and care institutions	Institution (school site)
G115	Bootle High School	Browns Lane	Educational and care institutions & Housing	Site of former school building is proposed housing allocation. Rest of site should have institutional designation.
G116	Copy Lane Open Space	Copy Lane	Public open space	Public open space (amenity space)
G117	Copy Farm Wildlife and Play Area	Copy Lane	Public open space	Public open space (natural green space)
G118	St Ambrose Barlow RC School	Copy Lane	Educational and care institutions	Institution (school site)
G121	St Benedicts RC Junior School	Copy Lane	Educational and care institutions	Institution (school site)
G122	Nethererton Green	Aldrins Lane	Public open space	Public open space (amenity space) as site is above 0.25ha.
G124	Waterside Open Space	Waterside	Public open space	Public open space (amenity space)
G125	Grange Primary School	Stonyfield	Educational and care institutions	Institution (school site)
G126	Killen Green Park	Fleetwoods Lane	Public open space	Public open space (park)
G127	Former St Raymonds RC Primary School	Harrops Croft	Housing	Proposed housing allocation.

St Oswald's and Netherton and Orrell Area Committee - list of 2006 Unitary Development Plan urban greenspaces and proposed designations in the Local Plan					
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
G134	Netherton Methodist Church	Gorse Lane	Public open space	Public open space (churtyard and cemetery), although unfenced and open grassland.	
G136	Netherton Activity Centre	Glovers Lane	Public open space	Public open space (outdoor sports)	
G139	Rowan Park School	Menai Road	Educational and care institutions	Institution (school site)	
G141	Charles Best Green	Louis Pasteur Avenue	Public open space	Public open space (park) as has children's play facilities, although site is below 0.25ha.	
G142	Sefton Retail Park Open Space	Dunnings Bridge Road	Primarily Industrial Area	Primarily Industrial Area, as surroundings	
G144	Railway cutting Gardner Avenue	Netherton Way	Primarily Residential Area	Primarily Residential Area	
G391	Leeds and Liverpool Canal Gorse Lane Bridge to Dunnings Canal Bridge	Brown's Lane Access Point	Public open space	Public open space (natural green space / water space - canal).	
G393_1	Leeds and Liverpool Canal Dunnings Canal Bridge to e/o Netherton Grange	Dunnings Bridge Road	Public open space	Public open space (natural green space / water space - canal).	
G409	Land adjacent to Dunnings Canal Bridge	Dunnings Bridge Road	Primarily Residential Area	Site is below possible 0.25ha threshold so Primarily Residential Area, as surrounding land uses?	

Agenda Item 4

St Oswald's and Netherton and Orrell - list of proposed new public open spaces in the Green Belt for designation in the Local Plan

St Oswald's and Netherton and Orrell Area Committee - list of proposed new public open spaces in the Green Belt for designation in the Local Plan					
GID	Name	Street	Preferred Option Proposed Designation - summary	Preferred Option Proposed Designation - explanation	
SL006	Leeds and Liverpool Canal from winding hole near Ford View to Gorsey Lane	Field View	Public open space (in Green Belt)	Public open space (natural green space / water space - canal).	
SL008	Rimrose Valley Country Park (Rimrose Valley Road to Edge Lane)	Edge Lane	Public open space (in Green Belt)	Public open space (Rimrose Valley country park)	
SL009	PlayFootball.com	Drummond Road	Public open space (in Green Belt)	Public open space (outdoor sports) - pay and play	
SL012	Rimrose Valley Country Park (Pinfold Woodland)	Northern Perimeter Road	Public open space (in Green Belt)	Public open space - Pinfold Woodland (part of Rimrose Valley country park).	
	Other country parks and community woodland		Public open space (in Green Belt)	Public open space (countryside park) within the Green Belt.	
	Canal (where it lies in the Green Belt)		Public open space (in Green Belt)	Public open space (natural green space / water space - canal).	

Annex A

Sefton Local Plan - Draft Equalities Impact Assessment

Brief description of the anticipated outcomes of the proposal:

At the heart of the Local Plan is a spatial strategy which describes the overall pattern of development for Sefton and a series of policies covering housing, employment, retail, open space and other matters such as design, environment, health and social issues.

The Preferred Option is for the Local Plan to meet the housing and employment needs for Sefton whilst best protecting Sefton’s environmental assets.

1. Impact

Summarise any positive impact(s) (benefits) or any negative impact(s) (i.e. potential for discrimination, disadvantage or disproportionate treatment) this proposal may have for people with protected characteristics, and the evidence you have taken into account to reach this conclusion:

Protected Characteristic	Impact			Explanation	Evidence
	Positive	Neutral	Negative		
Age	✓			<p>Several positive aspects have been identified.</p> <p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people of all ages to feel safer across Sefton. This is particularly relevant to older people who often feel prevented from visiting areas due to fear of crime. Younger people are often the victims of crime and careful design should make public areas and parks safer for them to visit.</p> <p>The aim of the Local Plan to increase investment and growth will have a greater beneficial impact</p>	<p>Strategic Housing Market Assessment – assesses the housing needs for all residents in Sefton, including needs of specific age groups www.sefton.gov.uk/planningstudies</p> <p>Older People’s Housing Strategy http://www.sefton.gov.uk/default.aspx?page=3123</p> <p>Sefton Strategy for Older Citizens http://www.sefton.gov.uk/default.aspx?page=2812</p> <p>UK Crime statistics www.ukcrimestats.com</p>

				<p>on younger people. Unemployment rates are much higher among people aged 16 to 25 and economic growth will provide greater opportunities for employment and training to people in this age range.</p> <p>The provision of affordable homes will assist young people to access their own home.</p> <p>The pollution policy specifically restricts developments that would cause pollution nearby sensitive areas, including those that may have greater use by children or older people.</p>	<p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p> <p>Equality and Diversity Forum www.edf.org.uk</p>
Disability	✓			<p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people of all abilities to feel safer across Sefton.</p> <p>The design policy also seeks to improve access and ease of movement for all people including those with limited mobility.</p>	<p>Local Transport Plan 3 http://www.letstravelwise.org/content206_Local-Transport-Plan-3.html</p> <p>UK Crime statistics www.ukcrimestats.com</p> <p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p> <p>Equality and Diversity Forum www.edf.org.uk</p>
Gender Reassignment	✓			<p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people from gender reassignment groups to feel safer across Sefton.</p>	<p>Equality and Diversity Forum www.edf.org.uk</p> <p>LGB&T strategy www.lgf.org.uk/Your-rights/LGBT-Strategy/</p>

					<p>UK Crime statistics www.ukcrimestats.com</p> <p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p>
Gender	✓			<p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people from all genders to feel safer across Sefton.</p>	<p>Equality and Diversity Forum www.edf.org.uk</p> <p>UK Crime statistics www.ukcrimestats.com</p> <p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p>
Race	✓			<p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people from all races to feel safer across Sefton.</p> <p>The Planning for Travellers policy sets out that the housing needs of traveller groups in Sefton will be met.</p>	<p>Equality and Diversity Forum www.edf.org.uk</p> <p>Gypsy & Travellers Needs Assessment 2008 http://www.northwestplanpartialreview.org.uk/</p> <p>UK Crime statistics www.ukcrimestats.com</p> <p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p>
Religion/belief	✓			<p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people</p>	<p>Equality and Diversity Forum www.edf.org.uk</p>

				<p>from all religions to feel safer across Sefton.</p> <p>The Community Facilities policy seeks to protect important community facilities from redevelopment unless it is no longer required or alternative facilities can be provided elsewhere. Places of worship are included within this policy.</p>	<p>UK Crime statistics www.ukcrimestats.com</p> <p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p>
Sexual Orientation	✓			<p>Positive impact through the proposed design policy which will help reduce crime, fear of crime, harassment etc, and will enable people regardless of sexuality to feel safer across Sefton.</p>	<p>Equality and Diversity Forum www.edf.org.uk</p> <p>LGB&T strategy www.lgf.org.uk/Your-rights/LGBT-Strategy/</p> <p>UK Crime statistics www.ukcrimestats.com</p> <p>Design out Crime www.designcouncil.org.uk/our-work/challenges/security/design-out-crime/</p>
Pregnancy and Maternity		✓		<p>No differential impact on this equalities strand.</p>	<p>Equality and Diversity Forum www.edf.org.uk</p>
Marriage and Civil Partnership		✓		<p>No differential impact on this equalities strand.</p>	<p>Equality and Diversity Forum www.edf.org.uk</p>

2. Consideration of Alternatives

Describe what actions will be taken to remove or minimise any potential negative effect identified above (attach evidence or provide link to appropriate data, reports etc):

As no discrimination, negative impacts or disproportionate treatment is anticipated as a result of these policies no action has been taken to remove or remedy such effects.

3. Consultation

Brief description of any consultation with stakeholders. Please attach evidence or provide link to appropriate data, reports etc):

There have been a number of previous stages of consultation on the Local Plan [previously called the 'Core Strategy']. This included a number of workshops that were held across Sefton during 2009. These looked at the issues that the Core Strategy should address. In the summer of 2011 we undertook a number of public drop-in events across Sefton to get feedback on potential options for the levels of growth we should plan for. We also attended a number of groups to give presentations and get feedback on our options. These included groups for young people and schools, residents groups, representative groups for older people, parents, health and social care and the Sefton Access Forum.

Details of the previous consultation work and a summary of the comments received can be viewed at www.sefton.gov.uk/corestrategy

4. Monitoring Arrangements

Briefly describe the monitoring arrangements/systems that will be put in place to monitor the effects of this proposal:

There are draft monitoring indicators for the Local Plan set out within the sustainability report. Once agreed these will be reported annually in the Authority Monitoring Report (AMR).

5. Publication

Where will this Equality Impact Assessment be Reported: Cabinet 20 June 2013/ Council 27 June 2013

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Report to: Cabinet Council
Date of Meeting: 20 June 2013
27 June 2013

Subject: Merseyside and Halton Joint Waste Local Plan: Adoption of Plan

Report of: Director Built Environment
Wards Affected: All

Is this a Key Decision? Yes
Is it included in the Forward Plan? Yes

Exempt/Confidential No

Purpose/Summary

All local authorities are required to prepare a Local Plan that provides a policy framework and land allocations for new waste management infrastructure to meet the identified needs of each Council. This is in addition to the Local Plan which is discussed elsewhere on the agenda.

The report includes the results of public consultation on the proposed modifications to the Waste Local Plan which was undertaken between November 2012 and January 2013.

Members are asked to note the report from the Planning Inspector which concluded that, subject to the proposed modifications, the Plan is 'sound', and "provides an appropriate basis for waste planning for Merseyside and Halton over the next 15 years".

The report asks Council to agree that the Plan be formally adopted as part of the statutory "development plan".

Recommendations

That Cabinet:

- (i) notes the results of public consultation on the proposed modifications to the Merseyside and Halton Joint Waste Local Plan which was undertaken between November 2012 and January 2013
- (ii) welcomes the report from the Planning Inspector which concluded that, subject to the proposed modifications, the Plan "meets the criteria for soundness in the National Planning Policy Framework" and "provides an appropriate basis for waste planning for Merseyside and Halton over the next 15 years"
- (iii) notes that several of the Sefton Unitary Development Plan policies will be replaced by Waste Local Plan policies including the site allocations
- (iv) recommends that Council consider the Waste Local Plan for adoption.

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That Council:

- (i) agrees to delegate powers to the Head of Planning Services to make necessary minor typographical changes to the Waste Local Plan prior to its final publication.
- (ii) agrees to adopt the Waste Local Plan as part of the statutory development plan and in so doing note that the adoption is contingent upon all other Merseyside Councils and Halton Council also adopting the plan as set out in Section 3 of the report. Should all Council proceed to adopt the Waste Local Plan this will take effect on 18 July 2013. Should all Councils for whatever reason not proceed to adopt the plan, then Council will be advised accordingly.

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		✓	

Reason for the Recommendation:

To ensure the Joint Waste Local Plan becomes part of the statutory planning framework fwithin which to assess proposals for new waste energy infrastructure in Sefton.

What will it cost and how will it be financed?

(A) Revenue Costs

Budgetary provision has already been made to complete the preparation of the Waste Local Plan [WLP] including printing costs. This has been met from within the 2012/13 Planning Department's (Planning Policy) Revenue budget.

Financial implications of implementation and monitoring of the WLP have also already been agreed with each District through the existing planning services and through the joint core service provided by Merseyside EAS. There is a commitment to regular monitoring and review of the Plan and any financial implications arising will be reported at the appropriate time.

(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 checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

Impact on Service Delivery:

None

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD2322/13) has been consulted and has no comments on the report.

The Head of Corporate Legal Services (LD1638/13) has been consulted and has no comments to make.

Are there any other options available for consideration?

No. All local authorities are required to have a Plan of this kind.

Implementation Date for the Decision

Council meeting on 27th June 2013.

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Agenda Item 5

1. Introduction

1. Government planning policy requires Local Plans to address sustainable waste management. Through Planning Policy Statement 10 (Planning for Sustainable Waste Management) and the National Planning Policy Framework, local authorities, either individually or as a group, are required to put in place a Local Plan that provides a policy framework and land allocations for new waste management infrastructure to meet the identified needs of each Council.
2. Following full Council resolutions Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral entered into a joint arrangement to prepare the joint Merseyside and Halton Waste Local Plan (WLP). Work commenced in 2006 and Merseyside Environmental Advisory Service (Merseyside EAS) has co-ordinated the plan preparation process including several public consultation stages.
3. The WLP is primarily focused on (i) providing new capacity and new sites for waste management uses and (ii) delivering a robust policy framework to control waste development. The scope of the WLP is to deal with all controlled waste including commercial and industrial, hazardous, construction, demolition, excavation and local authority collected waste and this amounts to several million tonnes of waste requiring collection, recycling, treatment and disposal each year. This process is quite separate from the work of the Merseyside Waste Recycling Authority which manages the municipal waste collected by the Merseyside authorities and operates the household waste recycling centres.
4. The WLP aims to deliver significant improvements in waste management across the sub-region whilst also diverting waste from landfill. Specifically, the WLP will, through its land allocations and policies, provide Districts with a high degree of control to direct the waste sector to the most appropriate locations primarily on allocated sites. It will also provide industry with much greater certainty in terms of bringing forward proposals that are more likely to be acceptable to the Districts and is supported by a robust and detailed evidence base.
5. The WLP principally contains:
 - A Vision statement to guide future waste management decision taking over the next 15 years;
 - Strategic objectives and a Spatial Strategy to guide delivery of the Vision;
 - Controlling and enabling Development Management Policies designed to provide certainty in planning decisions;
 - Site allocations for both local and sub-regional sites which are broadly distributed across all six Council areas; the sites in Sefton comprise Alexandra Dock, Bootle [a sub-regional site]; land north of Farriers Way, Atlantic Business Park, Netherton; Acorn Way, Bootle; and 55 Crowland St, Southport [local sites]; [local sites normally take waste generated in the borough in which they are situated; a sub-regional site is larger and is capable of supporting facilities which will be of strategic importance to Merseyside and Halton – each authority has at least one sub-regional site];
 - Implementation and Monitoring Framework.

6. The policies in the WLP will now supersede Policies EMW6, EMW7 and EMW8 in the Sefton Unitary Development Plan.
7. Following a total of five public consultations at the various stages of WLP preparation, the published WLP was submitted by the six Councils for public examination by an Independent Planning Inspector in February 2012.
8. Public hearings were held over a two-week period by the Planning Inspector, Elizabeth Ord, in June 2012.

2. Agreed Modifications to the Published Plan and Results of Consultation

9. As a result of the Public Examination process, a number of modifications were discussed between the Representors, the Waste Planning Authorities and the Inspector. These were approved by Members between September and November 2012. The modifications were the subject of a further public consultation held between November 2012 and January 2013.
10. During the consultation, 23 representations were received in total from 15 organisations and two individuals. The representations were classified as “positive”, “negative” or “neutral” with respect to the modifications. “Neutral” responses were mainly those which stated that the representor had noted the contents of the consultation but had no comment to make in response. 11 representations were neutral, seven were positive and five were negative. Of the five objections, some did not relate to the proposed modifications to the WLP and were therefore not directly relevant at this stage. Of those which were valid, an operator from the waste industry raised technical concerns, and Cheshire West and Chester, together with Lancashire County Council, objected to how the concept of ‘waste self sufficiency’ was being interpreted in the WLP.
11. Following consideration of all of the representations received the Inspector decided to recommend no further changes to the Plan as a result of the consultation. The Inspector concluded that the Plan “meets the criteria for soundness in the National Planning Policy Framework”. The WLP itself can be viewed at <http://www.wasteplanningmerseyside.gov.uk>. The Inspector’s report and a short report on the Consultation Responses, together with the full archive of supporting documents, can be found at <http://merseysideeas-consult.limehouse.co.uk/portal>.

3. Adoption

12. The WLP will need to be formally adopted, like all other statutory planning documents, by each of the six Districts to become part of the adopted statutory development plan. Each District should do this through a Full Council resolution. Because this is a joint plan a single adoption date must be agreed. Given that the Full Council dates vary between Districts it is recommended that adoption takes place on a single date one working day after the last of the six Councils has

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approved the Plan for adoption. On the basis of the current programme of Full Council meetings this is anticipated during July 2013.

Table 1. Targets dates for adoption meetings

	Target Cabinet date		Target Council date
Halton*	23-May		17-Jul
Knowsley*	29-May		26-Jun
Liverpool*	05-Jul		17-Jul
Sefton	20-Jun		27-Jun
St.Helens	29-May		10-Jul
Wirral	13-Jun		15-Jul

*provisional dates

13. A similar process as with other Land Use Plans will be used to advertise the Council's intention to adopt the WLP ("Notice to Adopt") depending on local requirements. Members should note that under the Planning and Compulsory Purchase Act 2004 there is a period for possible judicial review which ends six weeks after adoption.
14. Following adoption, progress and compliance with the Plan will be monitored by Merseyside EAS staff and the Districts in accordance with the Implementation and Monitoring Plan.

4. Financial Implications

15. Budgetary provision has already been made to complete the preparation of the WLP including Public Examination and printing costs. The joint preparation of the WLP has not only delivered significant financial savings to the Districts compared to preparing individual waste plans but has also been an effective example of how the Districts have fulfilled their new Duty to Co-operate.
16. Financial implications of implementation and monitoring of the WLP have also already been agreed with each District through the existing planning services and through the joint core service provided by Merseyside EAS. There is a commitment to regular monitoring and review of the Plan and any financial implications will be reported at the appropriate time.

Agenda Item 6

Report to: Cabinet **Date of Meeting:** 20 June 2013

Subject: Community Support Fund (CSF) and Capital Priorities Fund (CPF)

Report of: Director of Corporate Services **Wards Affected:** All

Is this a Key Decision? Yes **Is it included in the Forward Plan?** No

Exempt/Confidential No

Purpose/Summary

To set out the proposed purpose of the funds and governance arrangements

Recommendation(s)

To ask Cabinet to agree:

- (1) the purpose of the funds as set out in paragraphs 2.1 - 2.3 of the report;
- (2) the delegation of decision making on the:
 - Community Support Fund to Cabinet Member - Communities and Environment
 - Cabinet Priorities Fund to Cabinet Member - Regeneration and Tourism; and
- (3) all decisions to be made in consultation with the relevant Cabinet Member portfolio holder and any comments arising from the consultation to be included in the report

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	X		
2	Jobs and Prosperity	X		
3	Environmental Sustainability	X		
4	Health and Well-Being	X		
5	Children and Young People	X		
6	Creating Safe Communities	X		
7	Creating Inclusive Communities	X		
8	Improving the Quality of Council Services and Strengthening Local Democracy	X		

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Reasons for the Recommendation:

To enable the Council to achieve its budget reduction targets, but enable alternative methods of service delivery to be explored at no future cost to the Council.

To further advance the delivery of priorities determined by the Council

What will it cost and how will it be financed?

These are one off resources built into Council budget for 2013/14.

Implications:

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

Legal	
Human Resources	None
Equality	
1. No Equality Implication	<input type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input checked="" type="checkbox"/>

Impact on Service Delivery: This will support the development and delivery of services at no future cost to the Council. It will also further advance priorities for the Council

What consultations have taken place on the proposals and when?

The Head of Corporate Finance and ICT (FD2231/13) and Head of Corporate Legal Services (LD1547/13) have been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration? Option is to not have these funds in place. This would limit the development of priorities and alternative methods of delivery and potentially prevent new ideas being explored.

Implementation Date for the Decision

Following the expiry of the "call-in" period for the Minutes of the Cabinet

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Background Papers:

None

1. Introduction/Background

- 1.1 Cabinet on 31 January 2013 agreed the introduction of a Community “Transition Fund” which will be named the Community Support Fund (CSF) to allow for “Invest to Save” initiatives initially for £1m. In addition, Cabinet agreed on 25 April 2013 to the creation of a £1m fund to further advance Council priorities. This is called the Capital Priorities Fund. Due to the cross cutting nature of the funds, it is proposed that these two one off resources have a combined process which sets out some key criteria and principles for any potential use of resource to be assessed against. This report sets out the details of what these could be used for and the governance structure for decision making.
- 1.2 The priorities for use of the Capital Priorities Fund are as follows:
- Reducing youth unemployment
 - Improving town, village and neighbourhood centres
 - Protecting parks, greenspace and leisure opportunities
 - Protecting our most vulnerable
 - Promoting community resilience
- 1.3 The above priorities apply to the Community Support Fund which also has a key imperative to contribute towards the enablement of other organisations to provide services that are valuable to local communities and individuals that the Council can no longer afford to do.

2. Current Position

- 2.1 The following sets out the key principles for the two funds.
- a) Fund is £2 million non-recurrent revenue and capital funding.
 - b) Fund is a source of one off term funding for schemes that principally will allow the Council to advance its priorities set out in para 1.2 and achieve its budget reduction targets over the next two years. It will also be used to look to 2015/16 and provide potential alternative options for services that the Council may no longer be able to fund but are valued by our communities.
 - c) There is no bidding process for the funds, the Cabinet Members for Communities and Environment and Cabinet Member – Regeneration and Tourism will determine their use against the criteria and priorities for the funds working with other Cabinet Member portfolio holders.
 - d) The funds can be granted to groups or organisations who show that their schemes will help achieve the Council's priorities and budgetary requirements and by providing services in a more cost effective and sustainable way.
 - e) It is anticipated that grants will be awarded on a one-off/non-recurrent basis. The allocation of one off funding does not alter the service change

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being removed from the budget saving/ policy change as agreed at Council.

- f) Proposals for use of the funds to be forwarded to the Director of Corporate Services.
- i) Decisions on approval or rejection of use of the funds are delegated to Cabinet Member - Communities and Environment for Community Support Fund and Cabinet Member - Regeneration and Tourism in consultation with any relevant Cabinet Members affected. There will most likely be cross over in terms of ideas coming forward and there may be times when joint decision making by the two respective Cabinet Members is appropriate.

2.2 Cabinet are asked to agree to the following criteria:

- Organisations developing proposals with the Council will in the main be community and voluntary sector, social enterprises and mutuals. For town, village and neighbourhood centres this will also include local businesses. (Other organisations may work with the Council on developing ideas, but it is expected that there will be a cash injection in exceptional circumstances).
- Extent that they can demonstrate that this will generate significant cash releasing efficiency savings against Council priorities and two year Budget Plan and build community resilience to carry on these services in a sustainable way at no cost to the Council.
- Organisational ability to deliver the proposal past idea stage and make it sustainable.
- Compatibility with Council budget priorities and needs of communities
- Level of focus on areas contributing towards priorities, making savings and communities. **Examples** of focus areas could include apprenticeships, town, village and neighbourhood centres, libraries, sports pitches, park rangers, housing options, youth provision, financial assessments and childrens centres, welfare reform impacts on most vulnerable
- Funding development of new proposals will be short term in nature usually as this is a one off resource

2.3 Cabinet are asked to agree what it cannot be used for:

- To pump prime new initiatives, for example foodbanks.
- To replace lost Council funding where decisions have been made to stop services.
- Any proposal that is reliant on a future contribution from the Council to continue a service post funding

Agenda Item 7

Report to: Cabinet **Date of Meeting:** 20th June 2013

Subject: Vehicle Maintenance Stores Operation & Spare Parts Procurement Update

Report of: Director of Street Scene **Wards Affected:** All

Is this a Key Decision? Yes **Is it included in the Forward Plan?** Yes

Exempt/Confidential No

Purpose/Summary

To update Cabinet regarding the previous proposal to outsource the operation of the vehicle maintenance stores and also to make arrangements for the procurement of spare parts necessary to maintain the Council's vehicle fleet. To now seek further approval for the operation of the stores to remain in-house, and for discounted parts to be sourced from a range of suppliers as opposed to a single source.

Recommendation(s)

1. That Cabinet note the changes made to in-house service delivery.
2. That Cabinet decides to rescind the decision to award a contract, made on 14th February 2013, for the operation of vehicle maintenance stores and the procurement of spare parts, for the reasons provided within paragraphs 8 to 15 of this report.
3. That Council resolves not to award a contract for the operation of vehicle maintenance stores and the procurement of spare parts

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		✓	

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Reasons for the Recommendation:

Approval was given by Cabinet on February 14th 2013, to award a contract for the operation of vehicle maintenance stores and the procurement of spare parts. Subsequent to this decision, work which has through necessity been ongoing for many months within the Vehicle Maintenance Section whilst the procurement exercise was being undertaken, has led to the realisation that there is now no need to award a contract.

Whilst the rationale for developing and undertaking the original procurement exercise was still valid, the way in which the in-house service is operated had changed so much during the extended procurement period, that the need for such an 'exclusive' agreement is no longer essential or desirable.

During the extended procurement period the following in-house activities have been undertaken:

- Staffing structures and responsibilities have been amended, resulting in a saving of over £40k per annum.
- A new IT system has procured, developed and installed. This system has produced assisted in shaping new operational procedures which have so far produced savings in excess of £50 a year.
- The physical layout of the stores has been redesigned to accommodate alternative usage, thereby providing opportunities for development and rationalisation of other services within the Council, and contributing to an additional cost recovery target of £125k per annum in that particular service area.
- New suppliers for vehicle parts and services have been identified, and whilst the proposed pricing structures are yet to be formally confirmed, it is believed that the purchasing function can be retained in-house and still deliver additional savings against current spending levels.

As such, a recommendation is now being made to Cabinet not to award this particular contract on the basis that the savings which it was proposed would arise from the award have already been met, and will be met in future, via revised operating practices within the vehicle stores, and by the proposed procurement of vehicle parts from a variety of newly established sources.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no revenue costs associated with this decision, and it is further expected that additional savings will be achieved through product prices identified via the procurement process.

(B) Capital Costs

There are no capital costs as the proposal for a private contractor to operate the Depot stores is no longer required.

Implications:

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

Legal

Even though a tender process was undertaken, the documentation received by all interested parties was explicit in relation to the instructions to all potential tenderers:

The following quotes are taken from the tender documentation:

“The Council is not committed to any maximum or minimum expenditure through the contract, and does not commit to maintaining current, or any level of spending. Any indicated contract value is based on historical data and subject to fluctuation both through demand and budgetary variation; figures are provided for illustrative purposes only.”

“Sefton Borough Council will not be liable for any costs incurred by your organisation in connection with this tender process.”

“The Council reserves the right not to accept the lowest, or any, tender.”

As such, the Council has a right to make the decision not to award a contract in this case.

Human Resources

There are no HR or TUPE implications.

Equality

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

Impact on Service Delivery:

The level of service available within the Vehicle Maintenance Section has been enhanced as a result of this exercise due to an amendment in existing working and operational practices, coupled with a reduced cost to service and maintain the Council's vehicle fleet.

What consultations have taken place on the proposals and when?

The Head of Corporate Finance and ICT (FD 2337) has been consulted and notes the report indicates no direct financial implications of not accepting any tender. Documentation in the tender process stated

- *“Sefton Borough Council will not be liable for any costs incurred by your organisation in connection with this tender process.”*

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- *“The Council reserves the right not to accept the lowest, or any, tender.”*

The Head of Corporate Legal Services (LD 1654) have been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration?

Not at this stage, although the level of savings will be monitored accordingly to ensure that the Council receives Best Value in continuing to operate the vehicle stores and parts procurement services in-house.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet/Cabinet Member Meeting. During this period, all tenderers will be informed of the decision not to award a contract.

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Background Papers:

There are no background papers available for inspection.

BACKGROUND

1. Under the Public Procurement Regulations 2006 (as amended), the Council opted to carry out a European Union Open Procurement Procedure to secure a contract against the service requirements of the Vehicle Maintenance and Fleet Management Service. The Open procedure was deemed appropriate as there are a relatively small number of operators in the marketplace to cater for this requirement.
2. The Open Procedure required that the Council compile an Invitation To Tender (ITT) document setting out:
 - i) The Requirement
 - ii) Objectives
 - iii) Service Specification
 - iv) Pricing Schedule
 - iv) Evaluation Criteria including:
 - Mandatory document checks
 - Pass/Fail 'Hardgate' assessments (Financial, Equalities, Health & Safety)
 - 'Softgate' assessment (References)
 - Price / Quality scoring
 - v) Sample evaluation scoring method
 - vii) Terms and Conditions
3. The tendering opportunity, managed via the Council's Procurement Unit, was publicised and managed electronically within the North West opportunities portal, 'The Chest'. This in turn allowed the creation and publication of a contract notice in the Official Journal of the European Union.
4. Under the Open Procedure, interested providers were afforded a minimum of 40 calendar days to access the electronic ITT documentation within the Chest. Once the ITT was downloaded all bidders had access to a question and answer facility within the chest. Various questions were posed by a variety of bidders and answers were provided accordingly for all to see. The Council took a decision that as the answers to the questions raised were beneficial to all bidders, they should be published to all bidders. This ensured openness and transparency.
5. A total of 36 potential providers accessed the ITT document via The Chest portal. Of that number 23 showed no further interest, 9 formally opted out of the process, and 4 submitted formal bids. The relatively low response from an initial high level of interest demonstrates how narrow the marketplace is for this specific service.

SERVICE AMENDMENTS

6. The low number of submitted bids, coupled with the competitive nature of the industry and those operating within it, led to quite a number of procedural and technical enquiries being made between the tenderers and the Council. This resulted in some lengthy delays in the procurement process whilst the Council's Procurement Unit sought necessary advice and clarification.

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7. The potential to utilise an external contractor to operate the Council's vehicle stores, and exclusively provide parts for the vehicle fleet, was first developed some two years ago. Due to a variety of factors it was a considerable amount of time before tenders had been thoroughly evaluated in order for a recommendation to award a contract to be made to Cabinet. As a result of further dialogue between the Council and tenderers following the announcement of the decision, a contract has not, to date, been awarded.
8. During the intervening period, namely since the commencement of the tendering process and to date, the operation of the stores and the procurement of parts has still had to be undertaken and delivered by the Vehicle Maintenance and Fleet Management Section.
9. A new IT system was introduced in anticipation of working alongside an external contractor in procuring vehicle parts. This system was to allow full stock and item reconciliation, as well as the production of individual job cards per vehicle and per employee, or fitter. It was also to provide a range of management data through which it could be ensured that the service was meeting the necessary outcomes required to generate savings and further efficiencies. During the procurement period this system has been fully introduced, developed, and operated in-house. There is no longer a need to rely upon external partners to deliver savings associated with utilising this type of system. This system has been utilised in-house over the past financial year to generate efficiency savings in excess of £50k.
10. A staffing review was also undertaken with amended roles being developed and introduced in anticipation of new working practices following the proposed contract award. These new structures have in the intervening period generated savings in excess of £40k per year, and can continue to do so if, as per the recommendation, the decision to award a contract for the operation of vehicle maintenance stores and the procurement of spare parts is rescinded.
11. It was anticipated that the physical layout of the stores would be altered following the award of contract to facilitate their operation by an external contractor. During the extended procurement period, physical changes were made to the stores through necessity which have generated significant ongoing benefits to the Council. The Emergency Planning Equipment Store has been relocated from Sefton Security HQ to Hawthorne Road Depot, thereby allowing the Council's Careline Installation Section to relocate to the area previously used for these emergency stores. This will allow for significant economies of scale to be realised between the alarm technician and assistive technology technician services, both of which now operate from Sefton Security HQ.
12. Each of the external contractors who submitted tenders did so on the basis of becoming the principal provider of vehicle parts to the Council. Irrespective of the specific operation of the vehicle stores, each of the companies concerned will obviously still wish to provide such parts, and as such will be keen to provide quotations and prices accordingly.
13. The procurement exercise has provided a number of new contacts for the Council for the procurement of vehicle parts, and these are relationships which the Council will be keen to develop further. This will ensure that the Council purchases

vehicle parts at very competitive rates, helping to meet the necessary ongoing savings targets.

14. Whilst individual companies may well have spent time in producing their tender documents, the Council clearly stated that it was under no obligation to award the contract, and as it has transpired, the level of savings which it was envisaged could be generated from 'externalising' the service have been achieved through alternative practices from within the service. However, the Council will continue to require competitively priced parts and it is envisaged that all of the companies that submitted tenders will still want to provide, or 'sell' parts to the Council.
15. As such, it is now felt that all of the benefits previously identified as accruing from awarding a contract to an external contractor to operate the stores, as well as that same contractor providing vehicle parts, are all being achieved without the need to now award the contract. During the time taken for the procurement exercise, the Vehicle Maintenance Section has through necessity reviewed, developed and implemented a wide range of service improvements, all of which have resulted in additional savings being generated. It is therefore now deemed unnecessary to award a contract as the anticipated savings are being, and will continue to be met, via a range of internal operational amendments made during the extended procurement period.

FUTURE OPERATION

16. Both the level of savings achieved, and the ongoing operation of the vehicle stores, will be monitored throughout the coming year and beyond. If at any time it is felt that Best Value, or the most efficient service, is not being received by the Council via the in-house operation, consideration will again be given as to how alternative methods of delivering the service and procuring parts could secure further savings and/or efficiencies.

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Report to: Cabinet **Date of Meeting:** 20th June 2013

Subject: Traffic Signal Maintenance Contract - Tender Award

Report of: Director of Built Environment **Wards Affected:** All

Is this a Key Decision? No **Is it included in the Forward Plan?** No

Exempt / Confidential No

Purpose/Summary

To seek approval from Members to award a new Term Service Contract for 'Traffic Signal Maintenance'.

Recommendation(s)

Cabinet is recommended to:

1. Approve the appointment of the highest scoring tenderer based on a price and quality assessment as preferred Contractor.
2. Subject to call in and mandatory standstill period, authorise the Head of Corporate Legal Services to enter into a formal Contract accordingly.

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		X	
2	Jobs and Prosperity	X		
3	Environmental Sustainability	X		
4	Health and Well-Being	X		
5	Children and Young People		X	
6	Creating Safe Communities	X		
7	Creating Inclusive Communities		X	
8	Improving the Quality of Council Services and Strengthening Local Democracy	X		

Reasons for the Recommendation:

To comply with the Constitution and to enable the Authority to put the necessary provision in place to maintain its traffic signal asset.

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What will it cost and how will it be financed?

The contract primarily focus's around demand and planned maintenance activities and hence there is no fixed project cost.

(A) Revenue Costs

Costs of works instructed under this contract will be contained within the available traffic signal maintenance budgets. There is no commitment within the contracts that a certain value of work will be instructed.

(B) Capital Costs

Capital works instructed under this contract, will be primarily funded through LTP monies and be contained within available budgets.

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

Legal	
The Standstill Period is a 10 day pause between contract award decision and the formal award of the contract. The Standstill Period will not commence until the Call-In Period has expired	
Human Resources	
None	
Equality	
1. No Equality Implication	<input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

What consultations have taken place on the proposals and when?

The Head of Corporate Finance and ICT has been consulted and notes expenditure will be met by existing revenue budget and approved capital resources (FD 2305)

Head of Corporate Legal Services (LD 1621) have been consulted and any comments have been incorporated into this report.

Are there any other options available for consideration?

No

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Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting and formal ‘stand still’ period in accordance with OJEU procurement rules.

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Background Papers:

None

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1. Background

- 1.1 The Council's existing term maintenance contract for traffic signal maintenance has been in place and in operation for the last seven years. It expired on the 31st March 2013, however Cabinet Member approval was granted for a temporary extension until the procurement of the new contract could be completed.

2. Management of Risk

- 2.1 As the primary objective of this term maintenance contract is the maintenance and installation of traffic signal equipment, it was essential to ensure that only specialist and suitably qualified Contractors would be able to tender for the contract. Due to this, a robust procurement route was chosen as detailed below.

3. Procurement Process

- 3.1 A two-stage process to procure a new term maintenance Contractor has been undertaken in accordance with the statutory OJEU process that governs maintenance contracts of this value. During the first stage, expressions of interest from potential Contractors were invited via an advert in 'OJEU' (Official Journal of the European Union). There was a total of 18 initial Expressions of Interest recorded on the 'Chest'. Each Contractor was required to prepare and submit a Pre-Qualification Questionnaire (PQQ) for assessment. Only three completed PQQ's were returned.
- 3.2 A number of assessment criteria were developed in order to determine Contractors' ability to deliver a contract of this nature. These included Contractors' experience, project management capabilities and health and safety records.
- 3.3 At the second stage, the three Contractors who submitted a compliant PQQ were invited to tender. Tenders were invited on 26th March 2013 from the following Contractors (in alphabetical order).
 - Motus Traffic Ltd
 - Peek Traffic Ltd
 - Siemens Traffic Ltd
- 3.4 Two of the three companies returned Tenders on Monday 29th April 2013 and were both found to be compliant.
- 3.5 Tenders were assessed using a 'quality cost' methodology. Each tender comprised a Quality Submission and Financial Submission and was assessed against specific criteria and awarded a score. Each Contractor then attended an hour-long interview with the Project Team, which was scored accordingly and at the end of this process, the final scores were combined in the ratio of price = 30%, quality = 70%.
- 3.6 As there is no defined scope of work with this being a maintenance contract, the financial assessment was completed using a 'model' based on possible anticipated activity within a year of the contract. Details of the quality and financial assessment are set out in the Part 2 report included on the agenda.

4.0 Conclusion

- 4.1 The above Cost and Quality evaluation has now been completed and tenders scored accordingly.
- 4.3 The Contractor that has submitted the highest scoring tender, based on the combined price and quality assessment, be recommended for appointment as the Preferred Contractor.
- 4.4 Subject to approval, the highest scoring tenderer will be appointed as Preferred Contractor in accordance with OJEU procurement rules. These rules stipulate that a 10-day 'standstill period' must then commence to allow for any legal challenge by the unsuccessful parties prior to full contract award.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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