

Sefton Local Plan

Preferred Option document

**Sefton MBC
June 2013**

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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 - Regional Spatial Strategy for the North West (RSS) was revoked on 20 May 2013.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.

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

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.

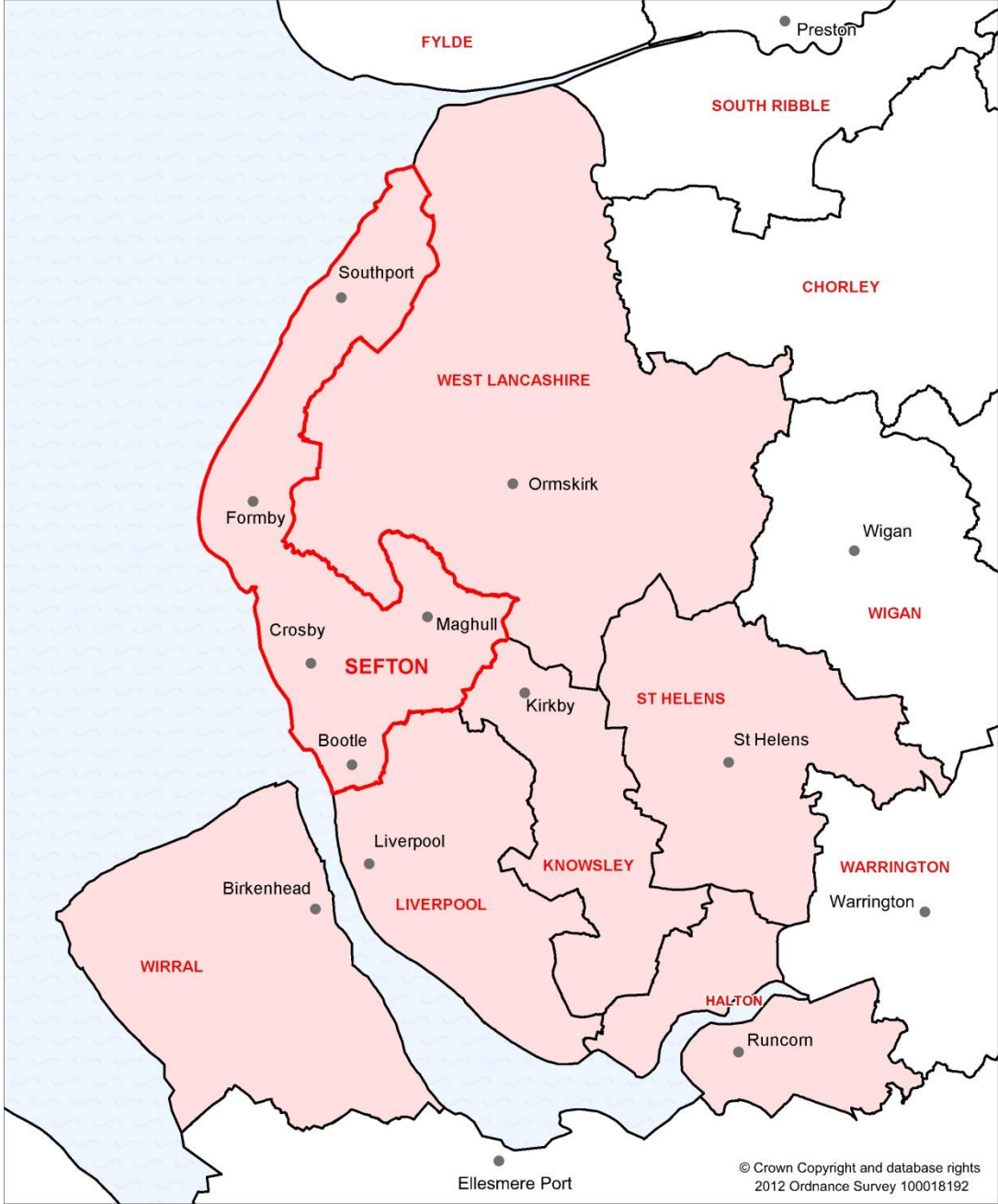


Figure 2.1 Sefton in its sub-regional context

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.

- 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

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

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.

- 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

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?

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

- 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 Dunningsbridge 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;

- 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.

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.

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.

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

- 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

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.

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

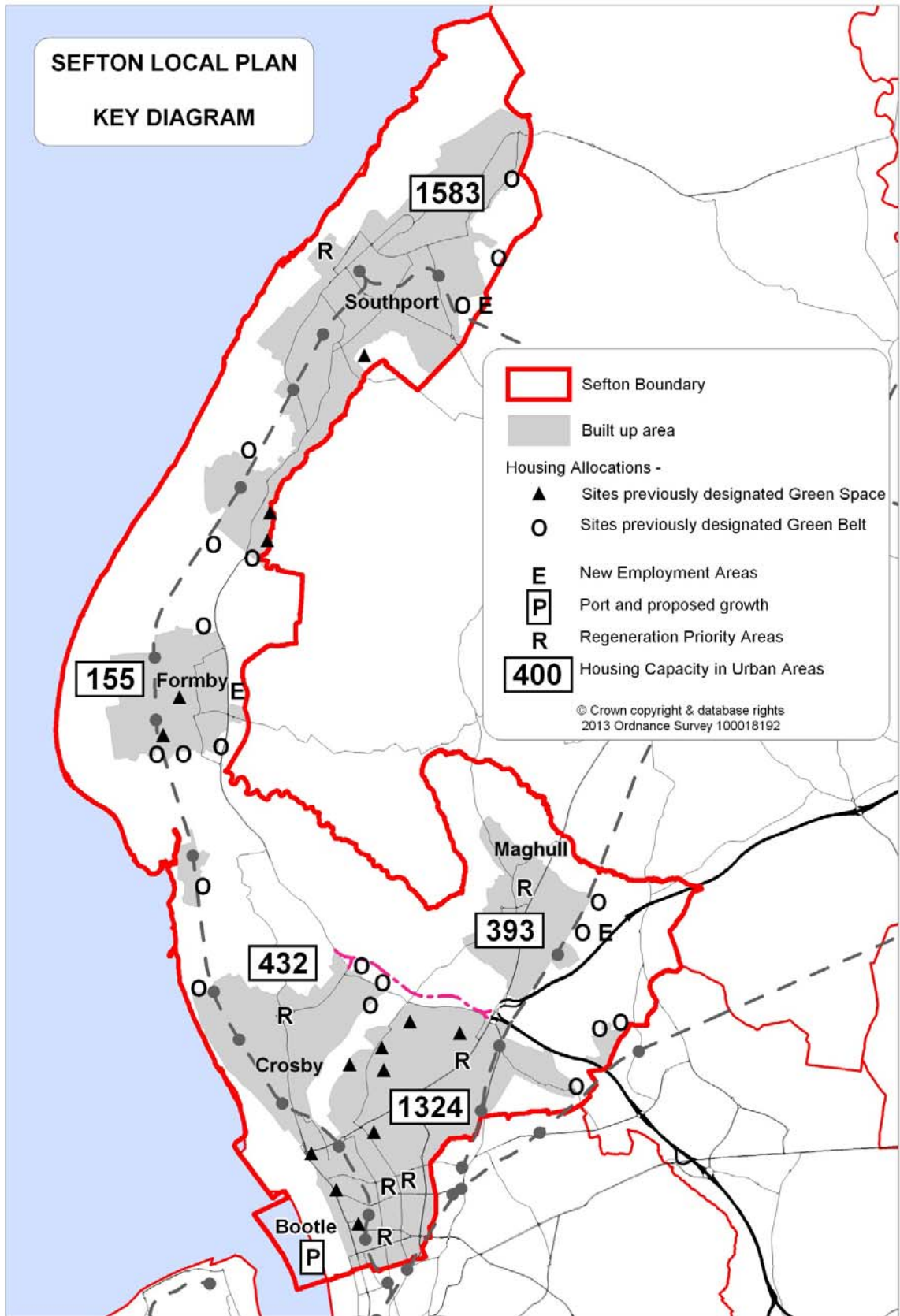
- 1) Development in Sefton should be consistent with the following principles. Development should:
 - Meet needs in the areas where they arise as far as possible;
 - Make the best use of Sefton's assets and resources, in particular brownfield land;
 - Be located on sites with the fewest environmental 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.

SEFTON LOCAL PLAN

KEY DIAGRAM



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.

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.

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

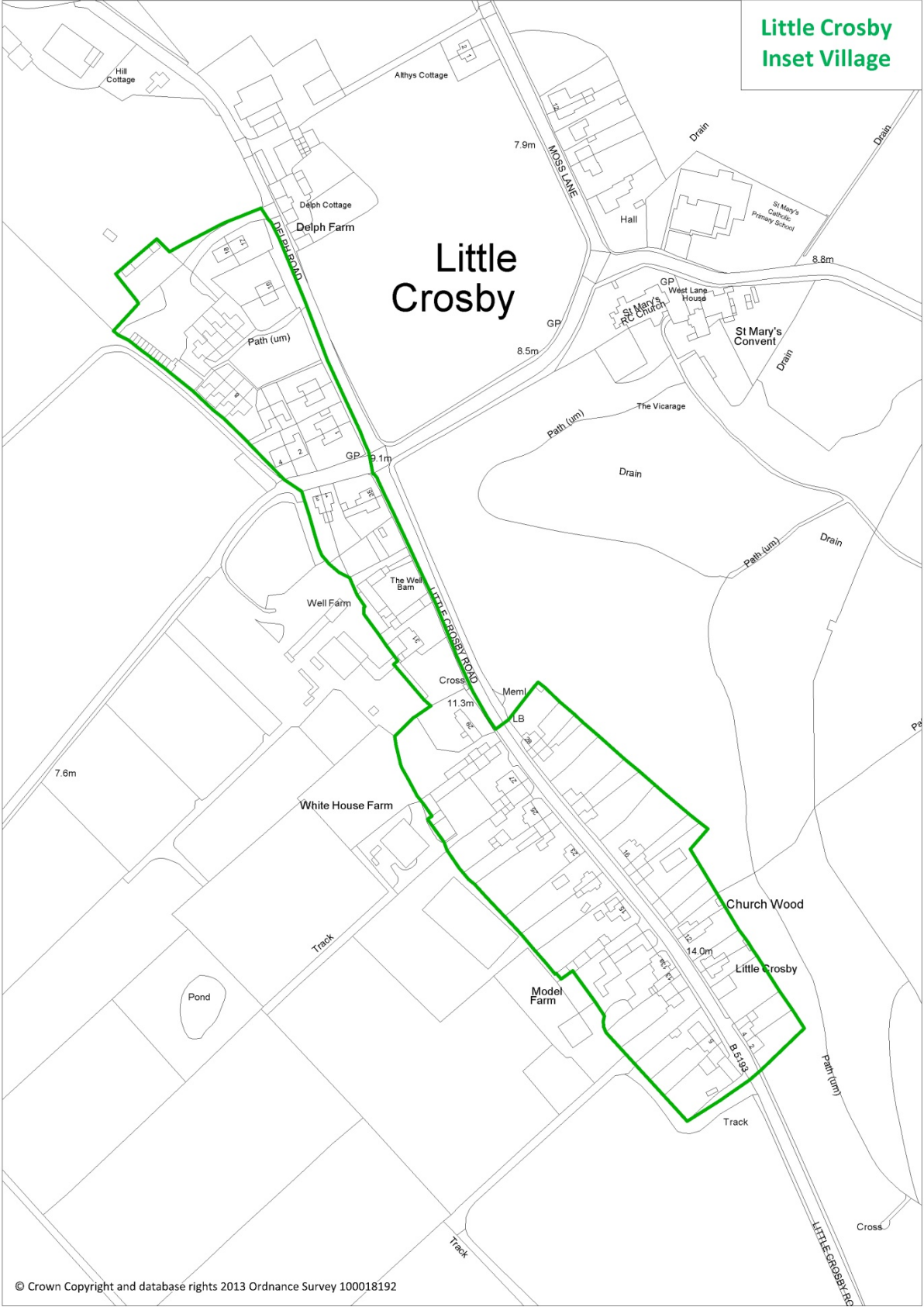
This strategic policy SR1 'Sustainable Growth and Regeneration' sets out how we will make sure that sufficient land of the right type is available in the right places and at the right time to support sustainable growth. The Local Plan seeks to deliver sufficient housing and economic development to meet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

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>

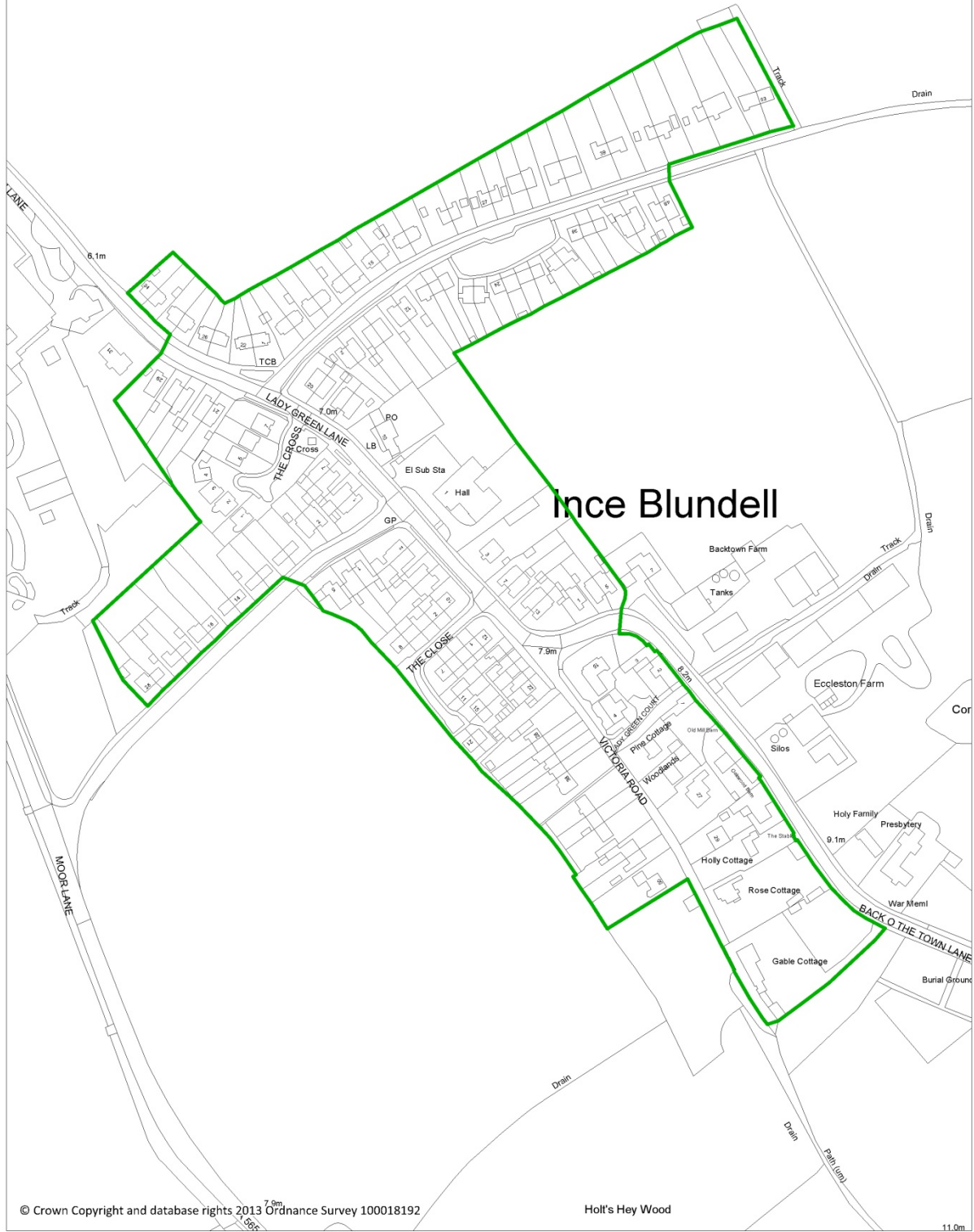
	<p>the Green Belt Study.</p> <p><u>'Inset' villages</u> The Framework states that where it is necessary to prevent development in a village primarily because of the important contribution which the open character of the village makes to the Green Belt, the village should be included in the Green Belt. 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>
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.
Relevant Strategic Policy:	SD1 PINS Model policy, SS1 Spatial Strategy, ER1 Environmental assets SR1 Sustainable growth and regeneration.
Links to other policies:	PD1 Design PD3 Development in the Green Belt ER6 Heritage Assets ER7 Landscape character
Policy Context:	Section 9 of the National Planning Policy Framework, especially paragraphs 79 – 80, 83 - 86.

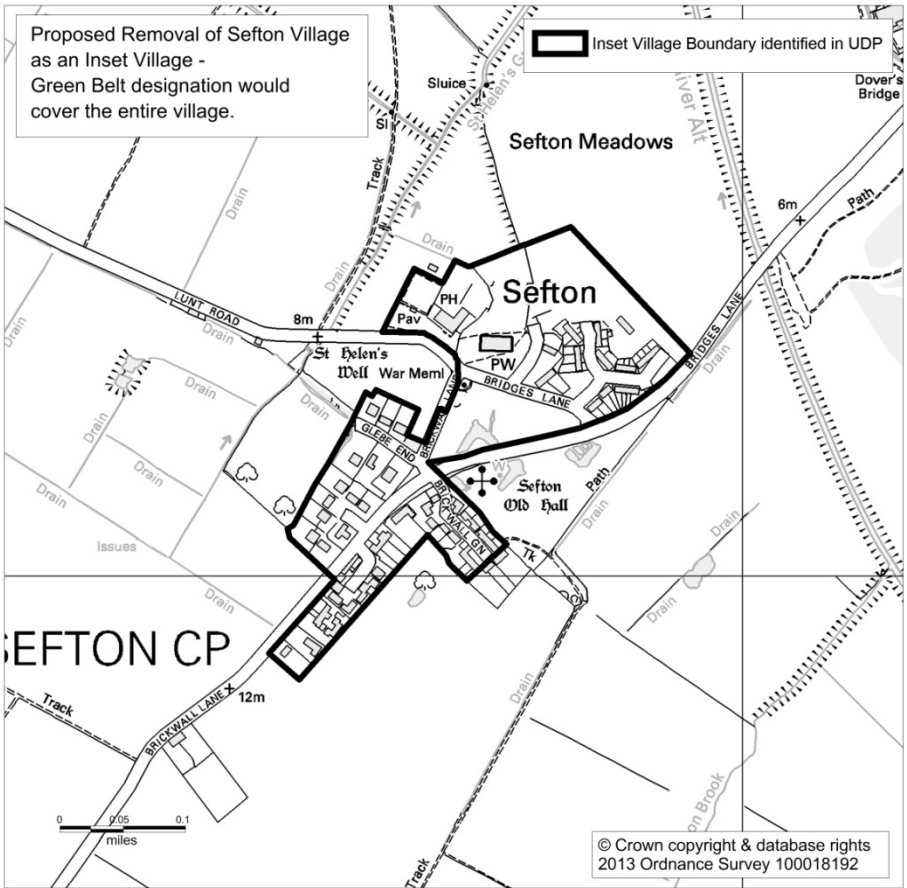
Little Crosby
Inset Village

Little
Crosby



Suggested Ince Blundell Inset Village Boundary





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).

	<p>Calculation of housing requirement</p> <table border="0"> <tr> <td>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
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Backlog since 2003	1,113								
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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>								

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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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																																																																																																												

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

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

(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.

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:

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

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.

3. Other development

With the exception of small-scale and ancillary development, non-residential uses will only be permitted on these sites in exceptional circumstances.

Alternatives considered:

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.

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.

Explanation:

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.

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.

Summary of housing supply:

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

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.

Capacity of sites

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).

Sites in the Green Belt

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.

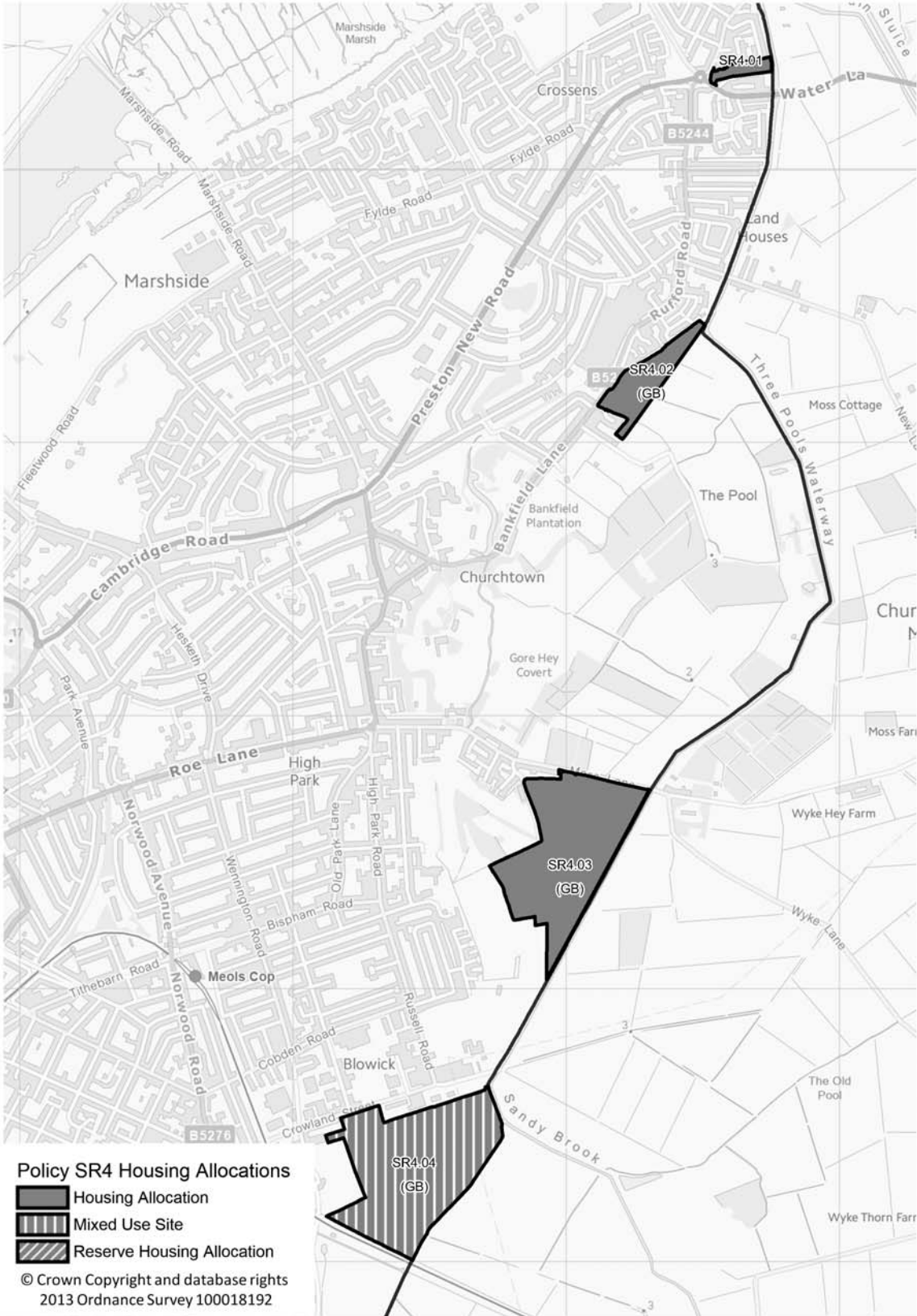
A large number of Green Belt and Greenspace sites were included in the Options Paper as potential housing sites. The method used to select the sites which are included in the Preferred Option is described in Sefton's Green Belt Study.

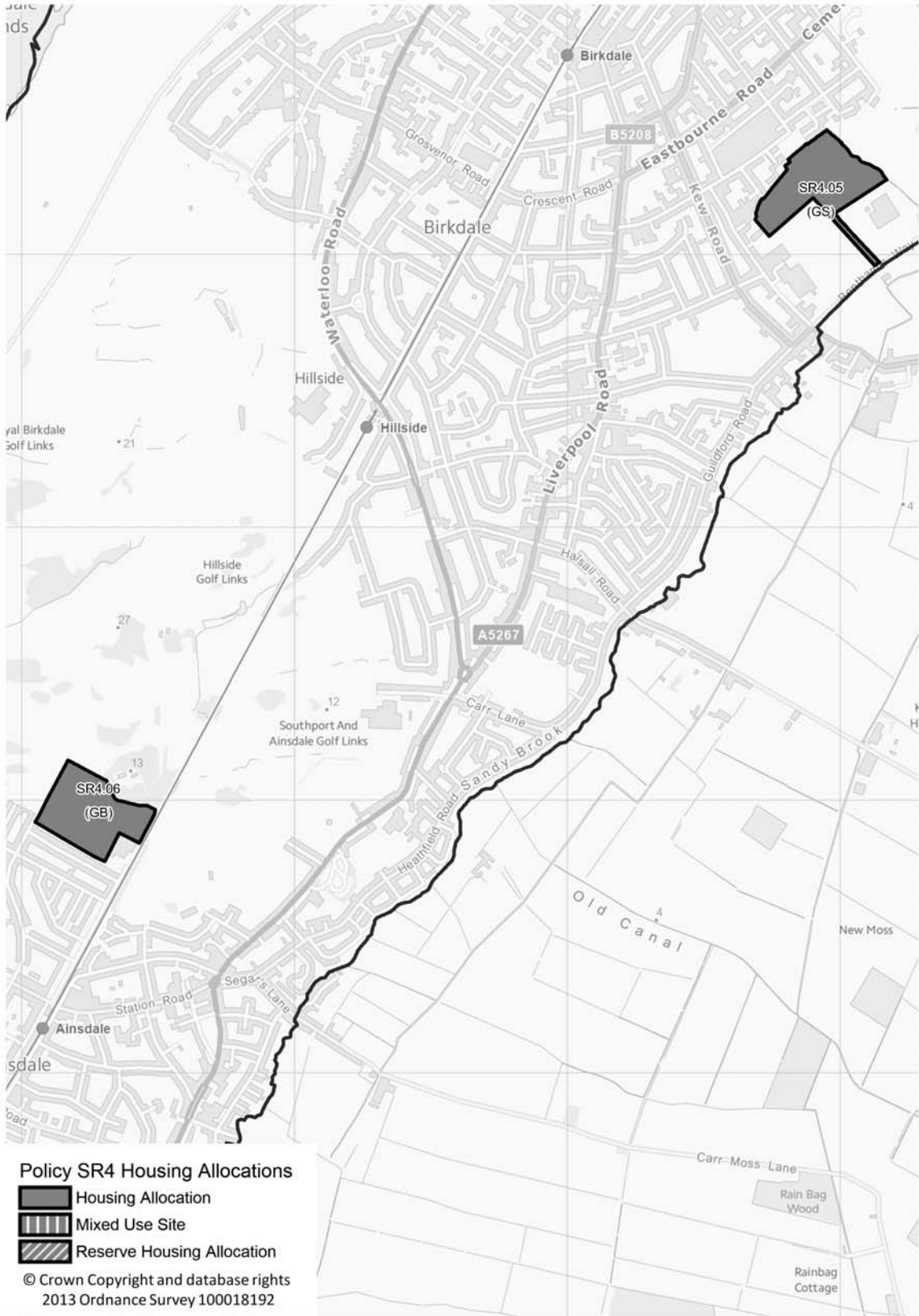
Two of the sites, 'Land East of Maghull' (Policy SRM1) and 'Land South of Crowland Street' (Policy SRS1), are also allocated in part for employment development. Both are the subject of site-specific policies.

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.

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.

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







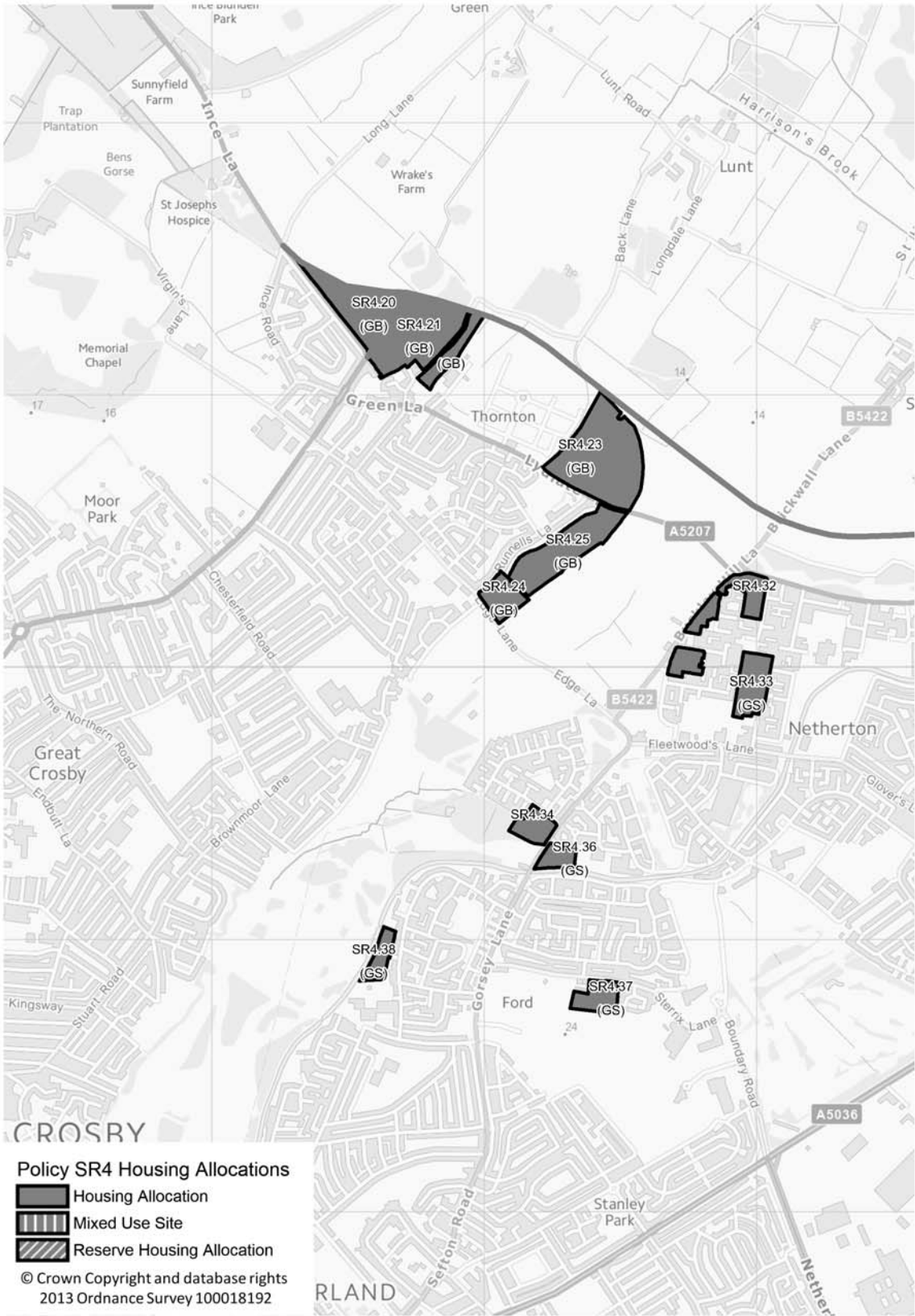


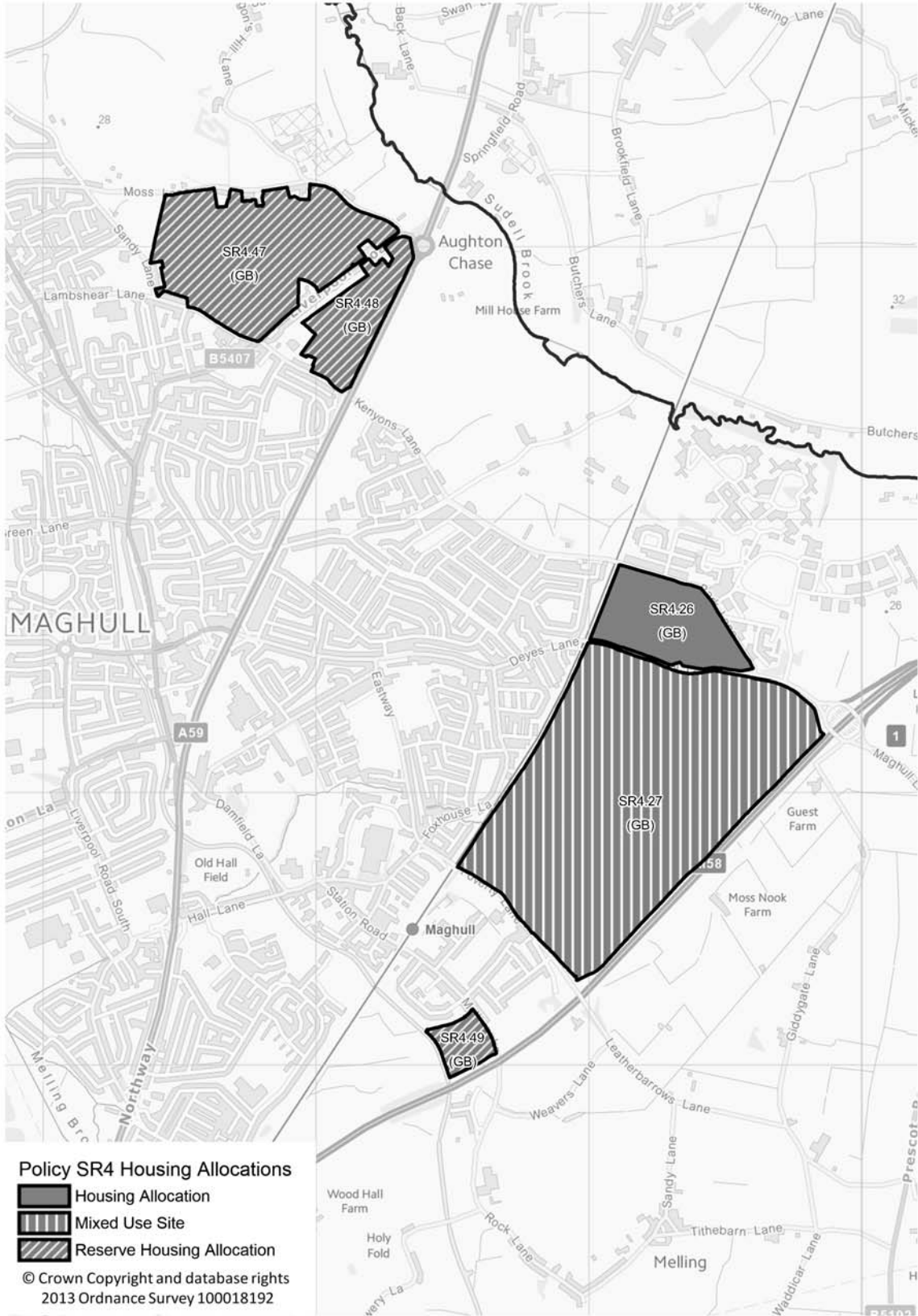
Policy SR4 Housing Allocations

- Housing Allocation
- Mixed Use Site
- Reserve Housing Allocation

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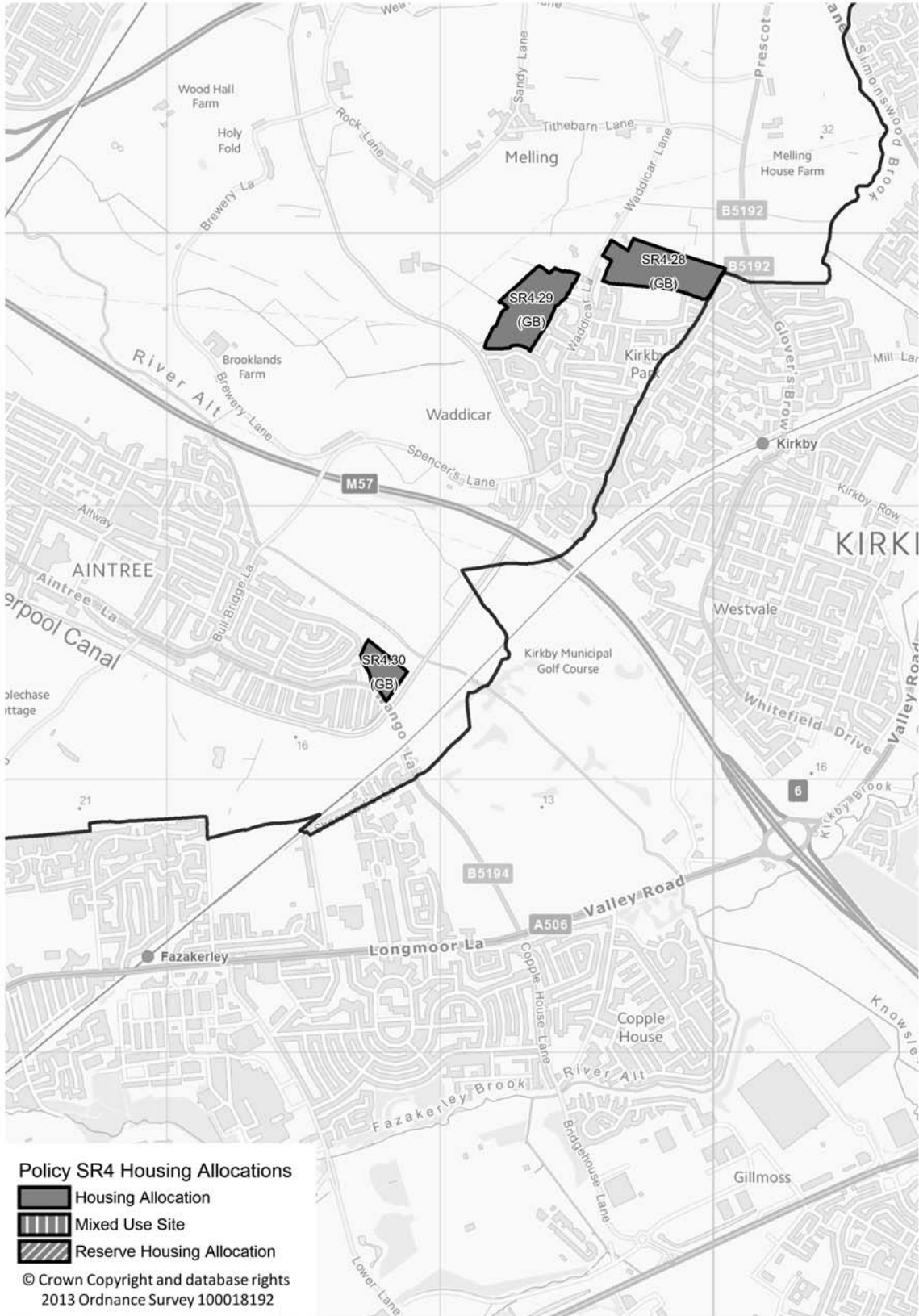


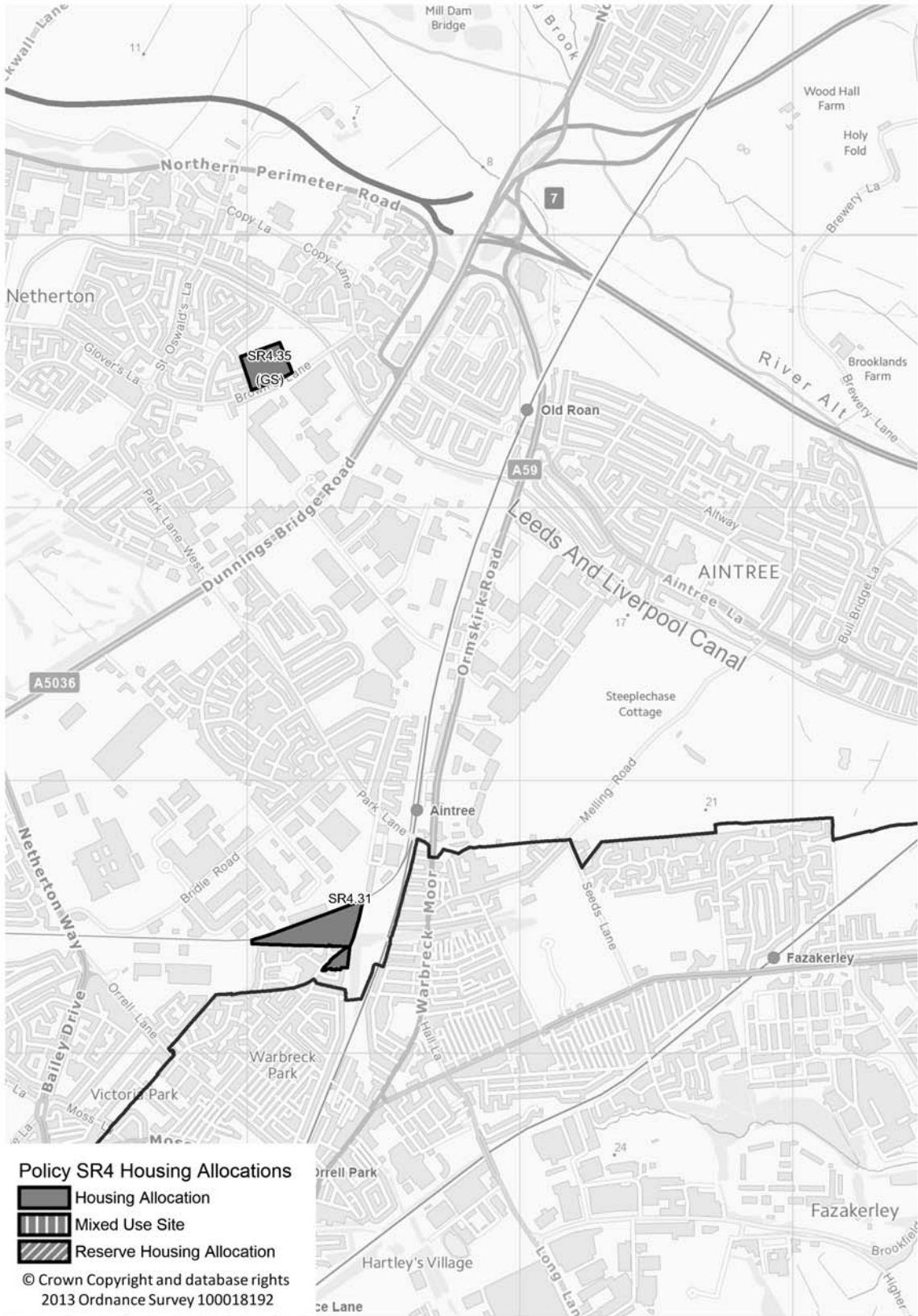


Policy SR4 Housing Allocations

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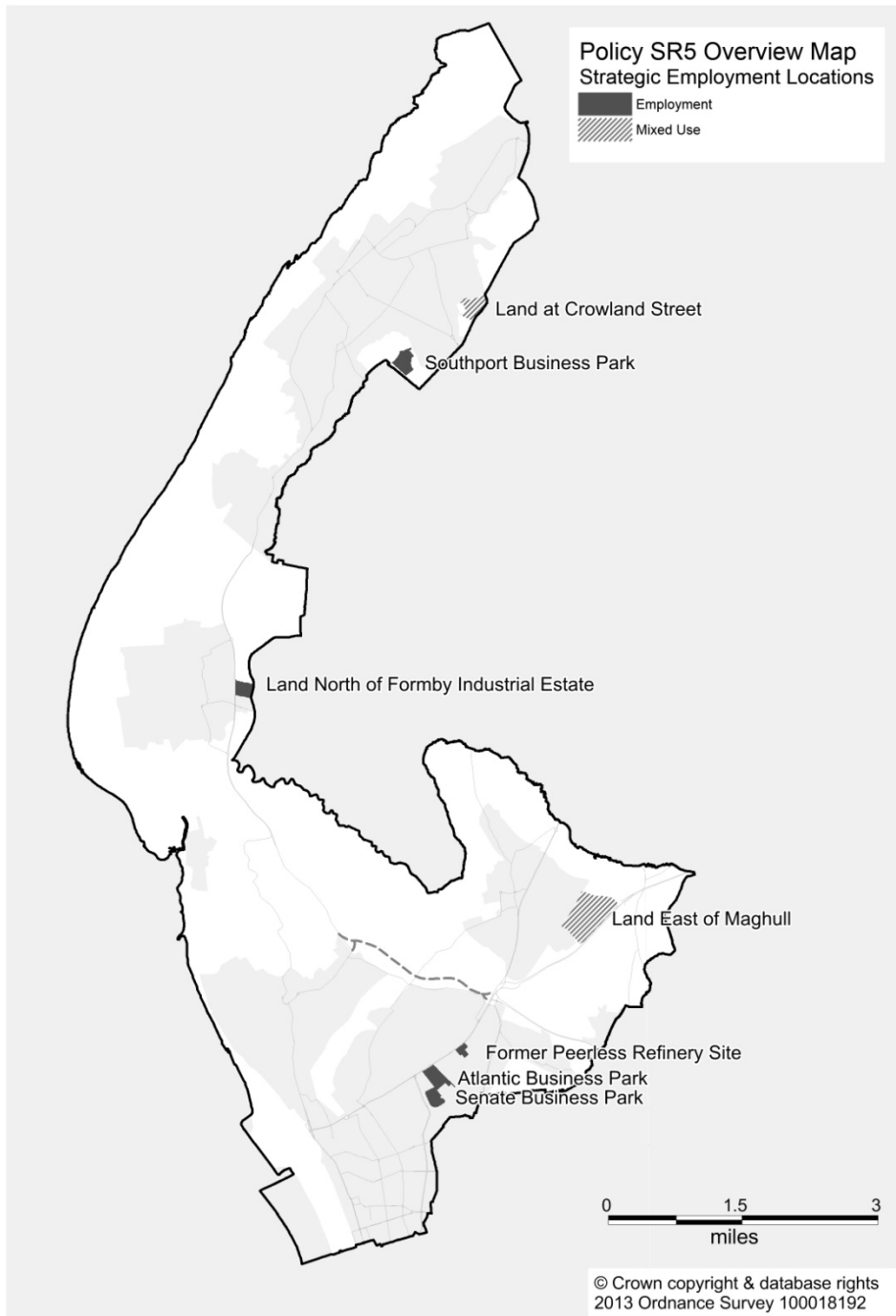




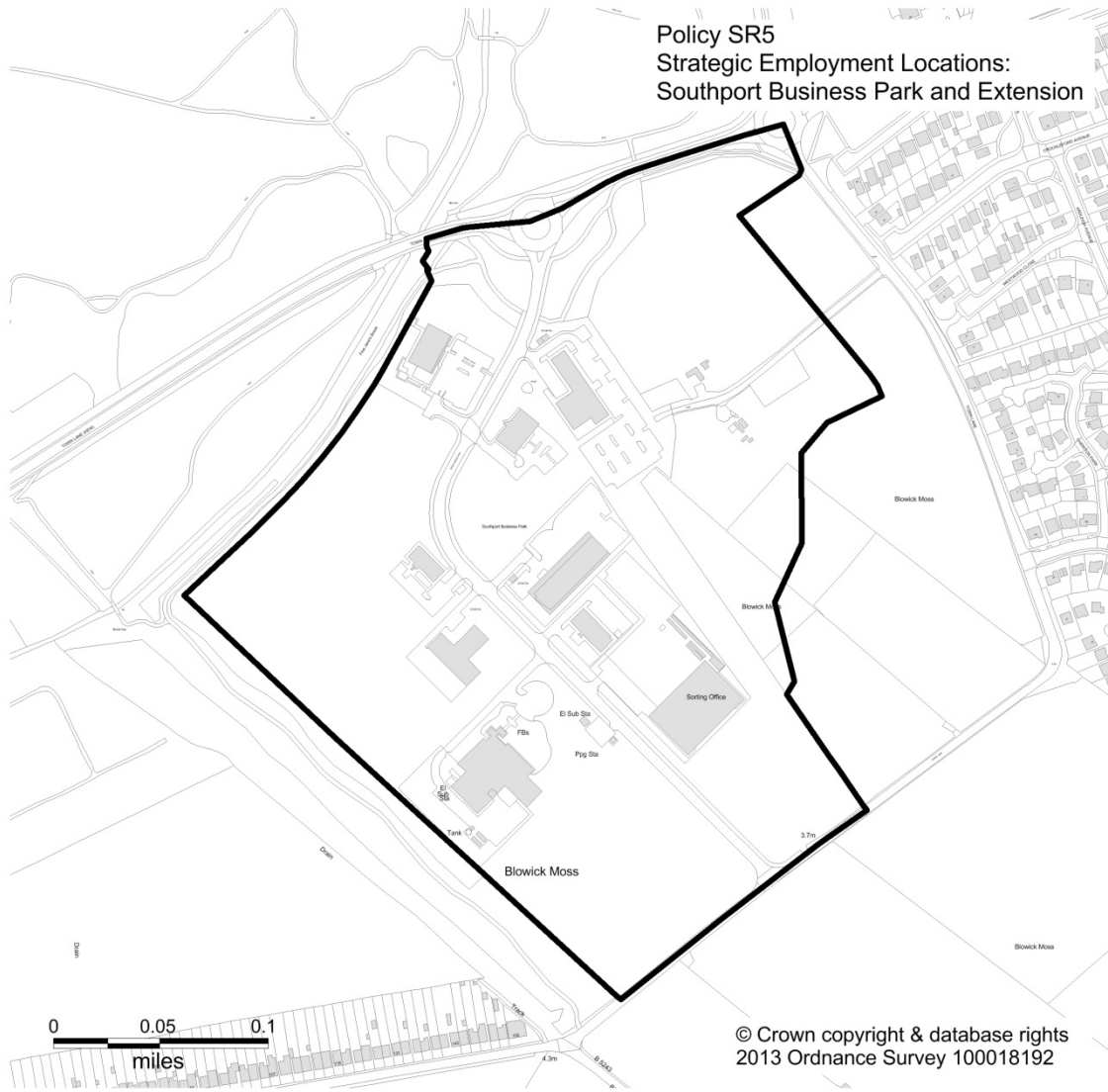
Policy Title:	SR5 Employment Requirement and Strategic Employment Locations
Policy Text:	<p>The Local Plan seeks to meet the development needs of businesses in Sefton. New employment development will be delivered on the following types of land:</p> <ul style="list-style-type: none"> a) Strategic Employment 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>

	<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>

Links to other policies:	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
Policy Context:	NPPF

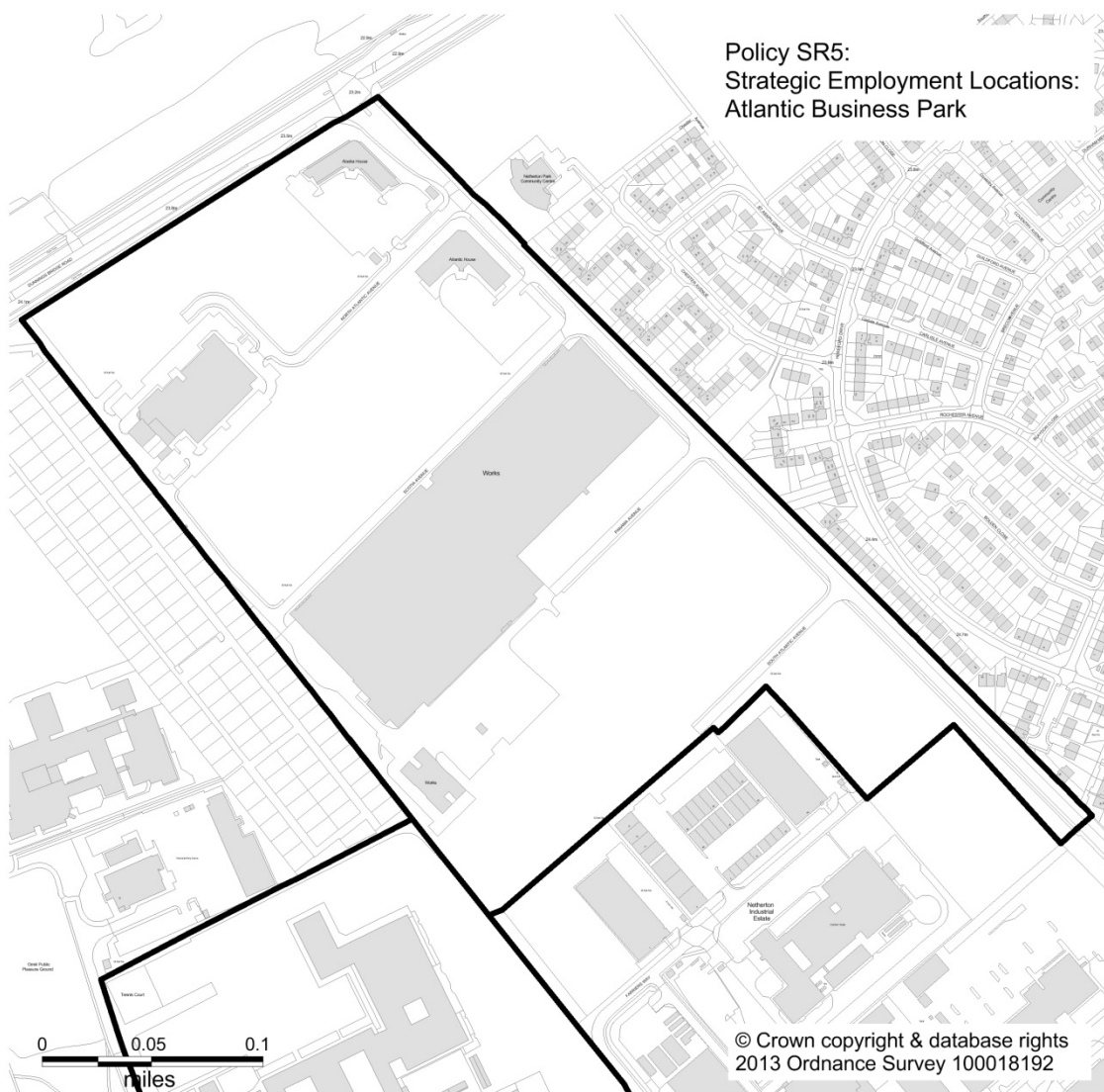


Policy SR5
Strategic Employment Locations:
Southport Business Park and Extension

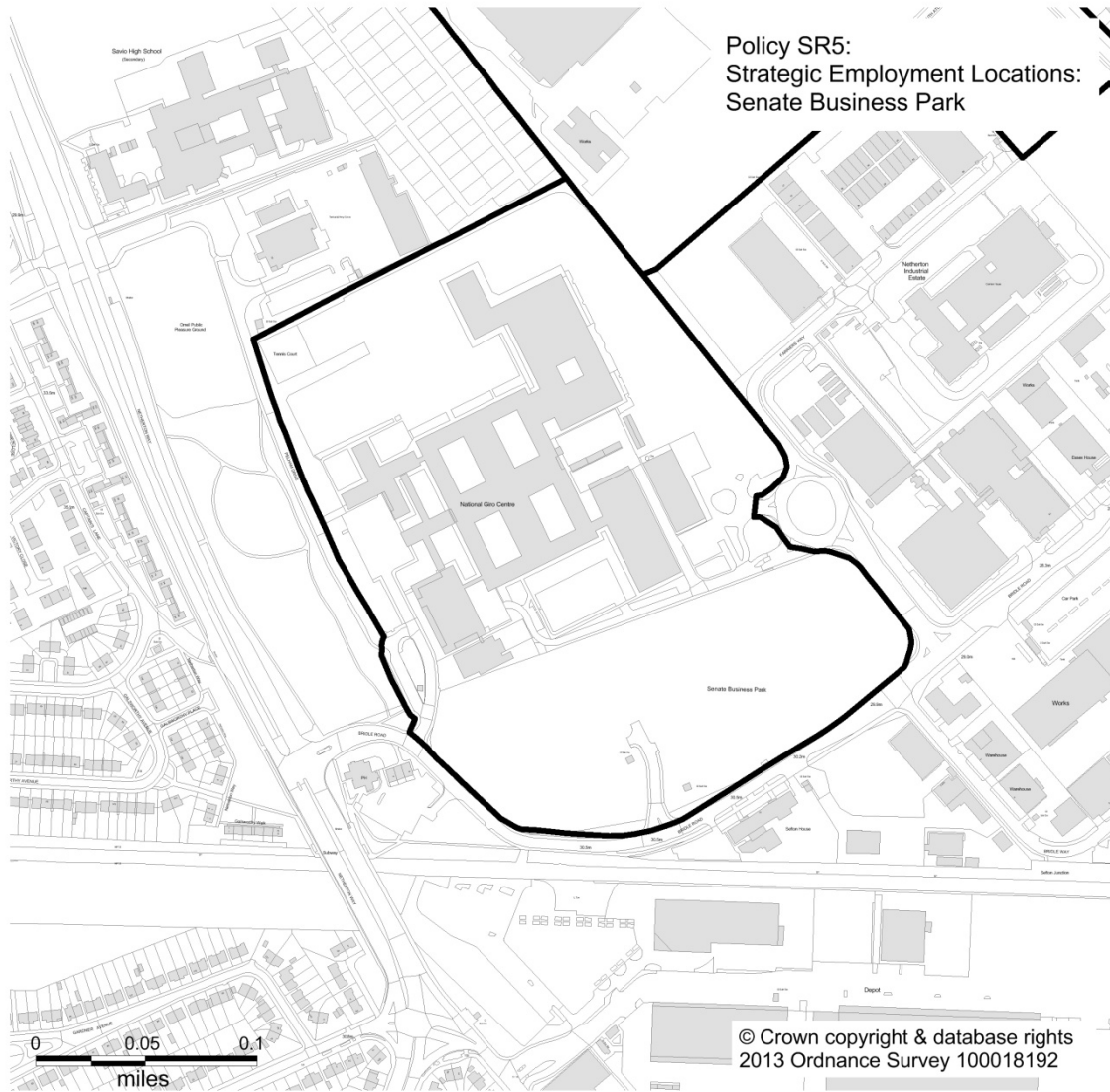


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Policy SR5:
Strategic Employment Locations:
Atlantic Business Park



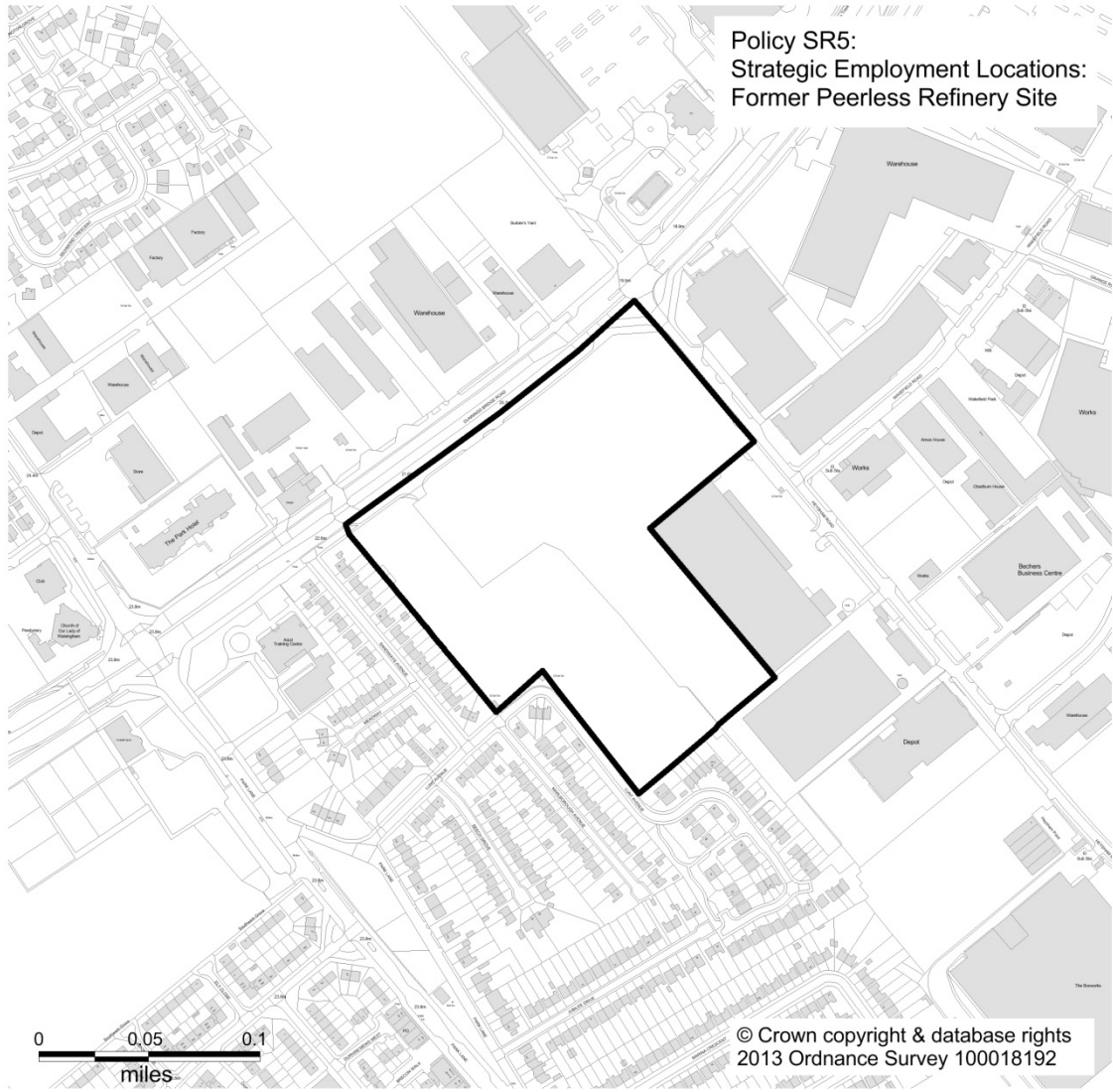
Policy SR5:
Strategic Employment Locations:
Senate Business Park



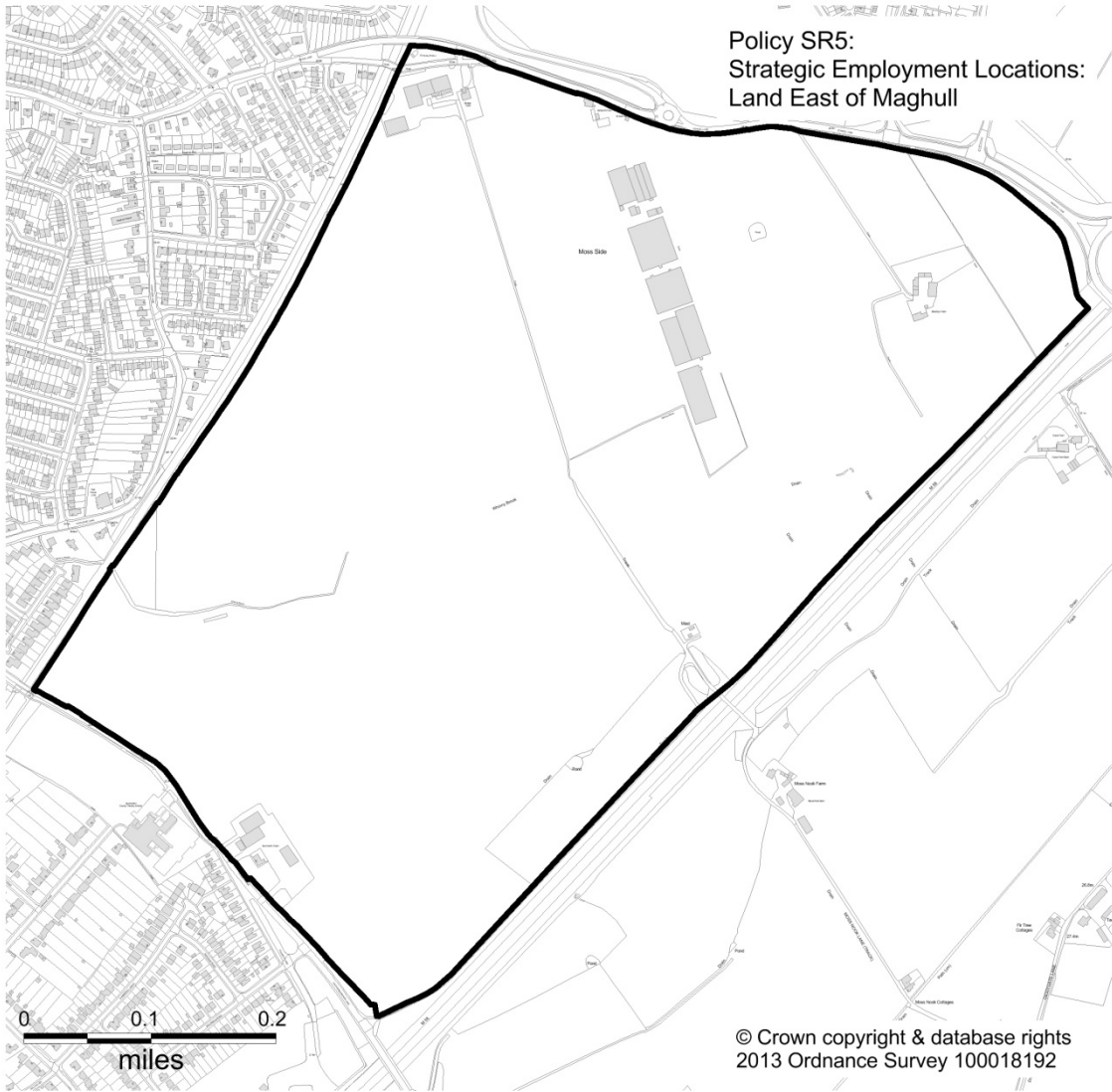
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**Policy SR5:
Strategic Employment Locations:
Former Peerless Refinery Site**



Policy SR5:
Strategic Employment Locations:
Land East of Maghull



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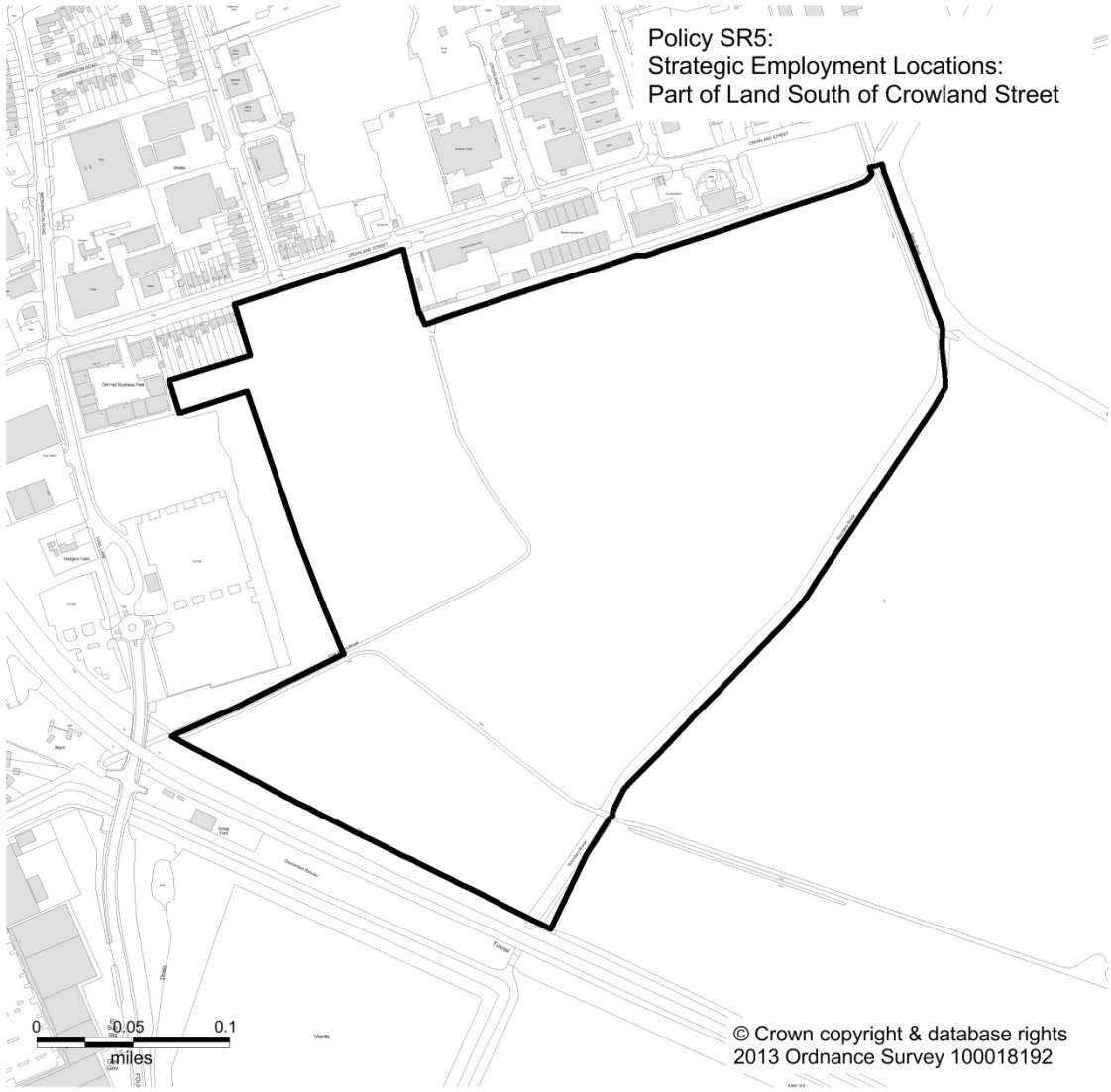
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Policy SR5:
Strategic Employment Locations:
Land North of Formby Industrial Estate



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Policy SR5:
Strategic Employment Locations:
Part of Land South of Crowland Street



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" data-bbox="528 1509 1390 1964"> <thead> <tr> <th>Site Ref</th> <th>Location</th> <th>Area (ha)</th> </tr> </thead> <tbody> <tr> <td></td> <td>Switch Car Site, Wakefield Road, Netherton</td> <td>4.7</td> </tr> <tr> <td></td> <td>Land at Trinity Park, Orrell Lane, Bootle</td> <td>2.8</td> </tr> <tr> <td></td> <td>Former Sewage Works, Sefton Lane, Maghull</td> <td>1.4</td> </tr> <tr> <td></td> <td>Former Playing fields, Heysham Road, Bootle</td> <td>1.1</td> </tr> <tr> <td></td> <td>Rear of Atlantic Industrial Estate, Bridle Road, Netherton</td> <td>1</td> </tr> <tr> <td></td> <td>Linacre Bridge, Linacre Lane, Bootle</td> <td>1</td> </tr> <tr> <td></td> <td>Former Lanstar Site, Hawthorne Road, Bootle</td> <td>1</td> </tr> <tr> <td></td> <td>Land at Farriers Way, Netherton</td> <td>0.5</td> </tr> <tr> <td></td> <td>Land North of Slaidburn Crescent, Southport</td> <td>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>

	<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'.

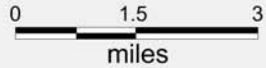
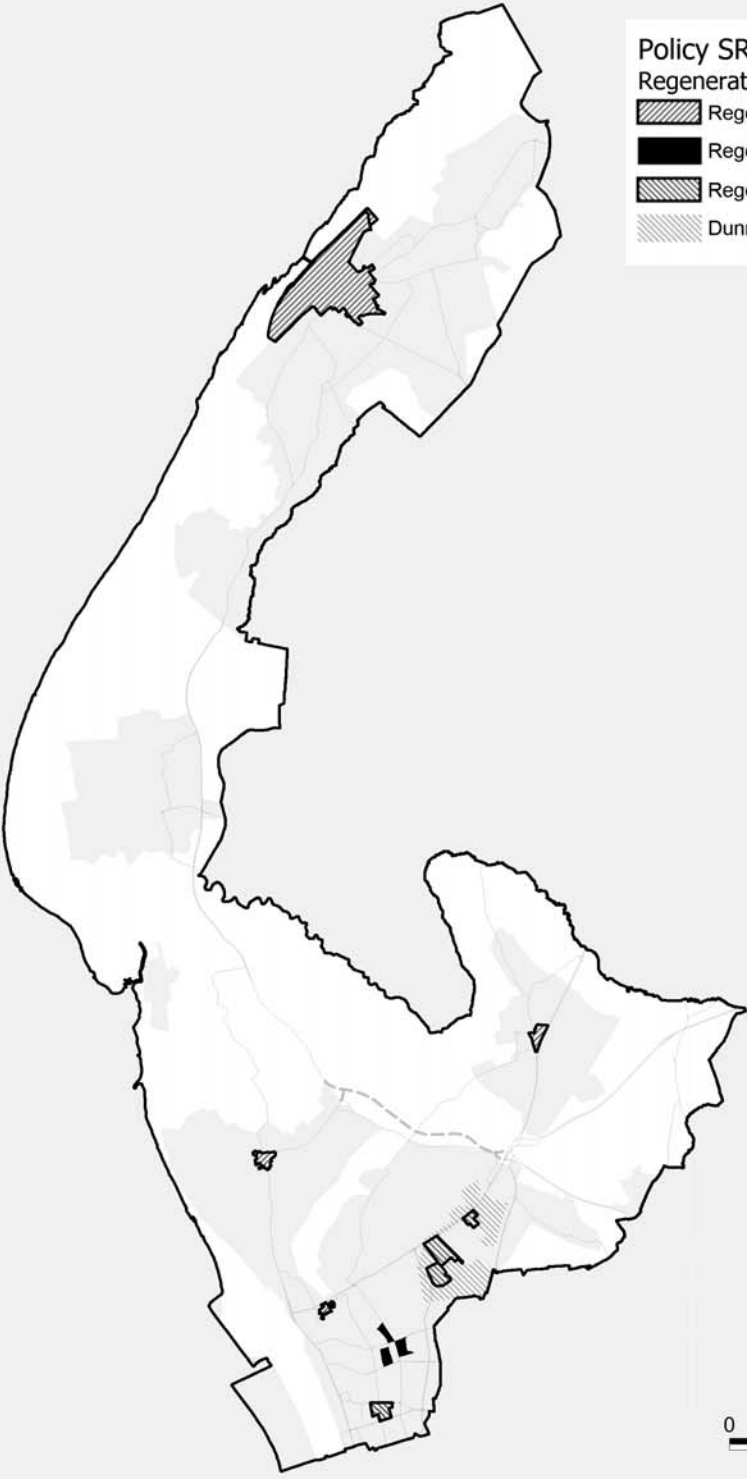
495-509 Hawthorne Road was previously allocated for housing in the 2006 Unitary Development Plan. It forms the remaining part of the 'Hawthorne Road canal corridor' which has now been largely redeveloped for housing. It is currently occupied by a mixture of employment uses and derelict land. It is suitable 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.

	<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>

Policy SR6 Overview Map
Regeneration

-  Regeneration of Centres
-  Regeneration In Bootle
-  Regeneration of Empl Areas
-  Dunning Bridge Rd Corridor

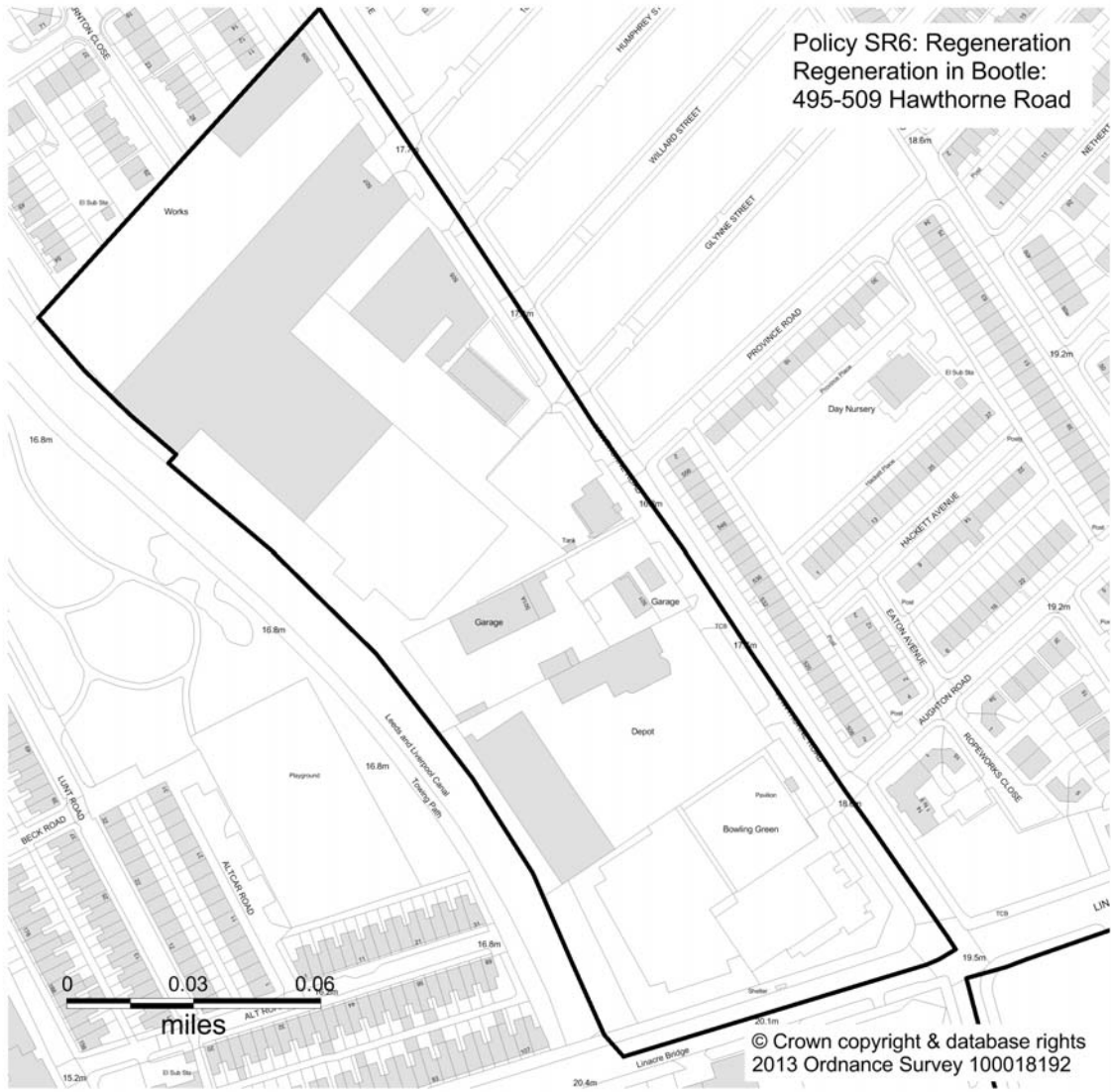


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Policy SR6: Regeneration
Regeneration of Centres:
Seaforth

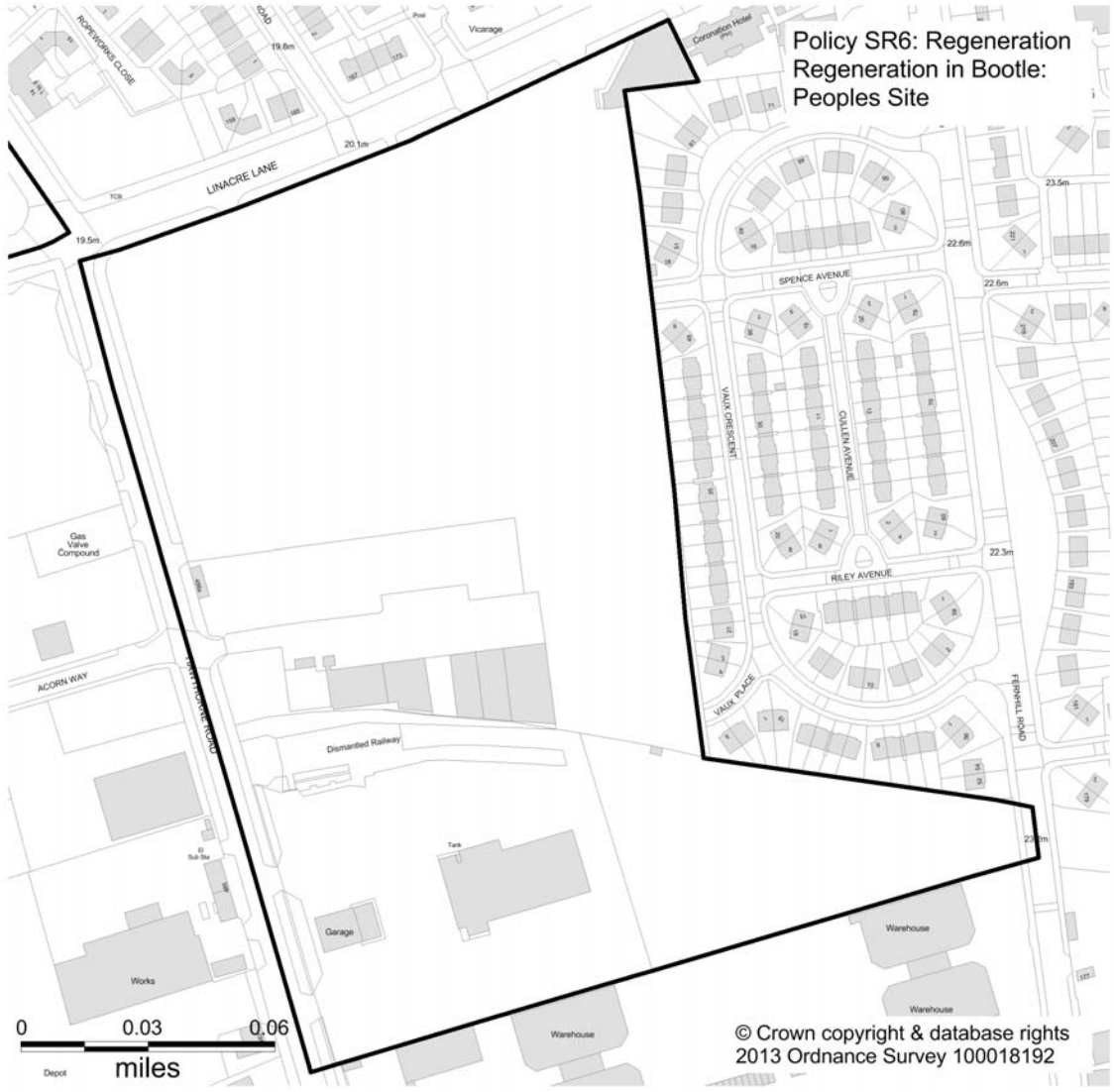


**Policy SR6: Regeneration
Regeneration in Bootle:
495-509 Hawthorne Road**



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Policy SR6: Regeneration
Regeneration in Bootle:
Peoples Site



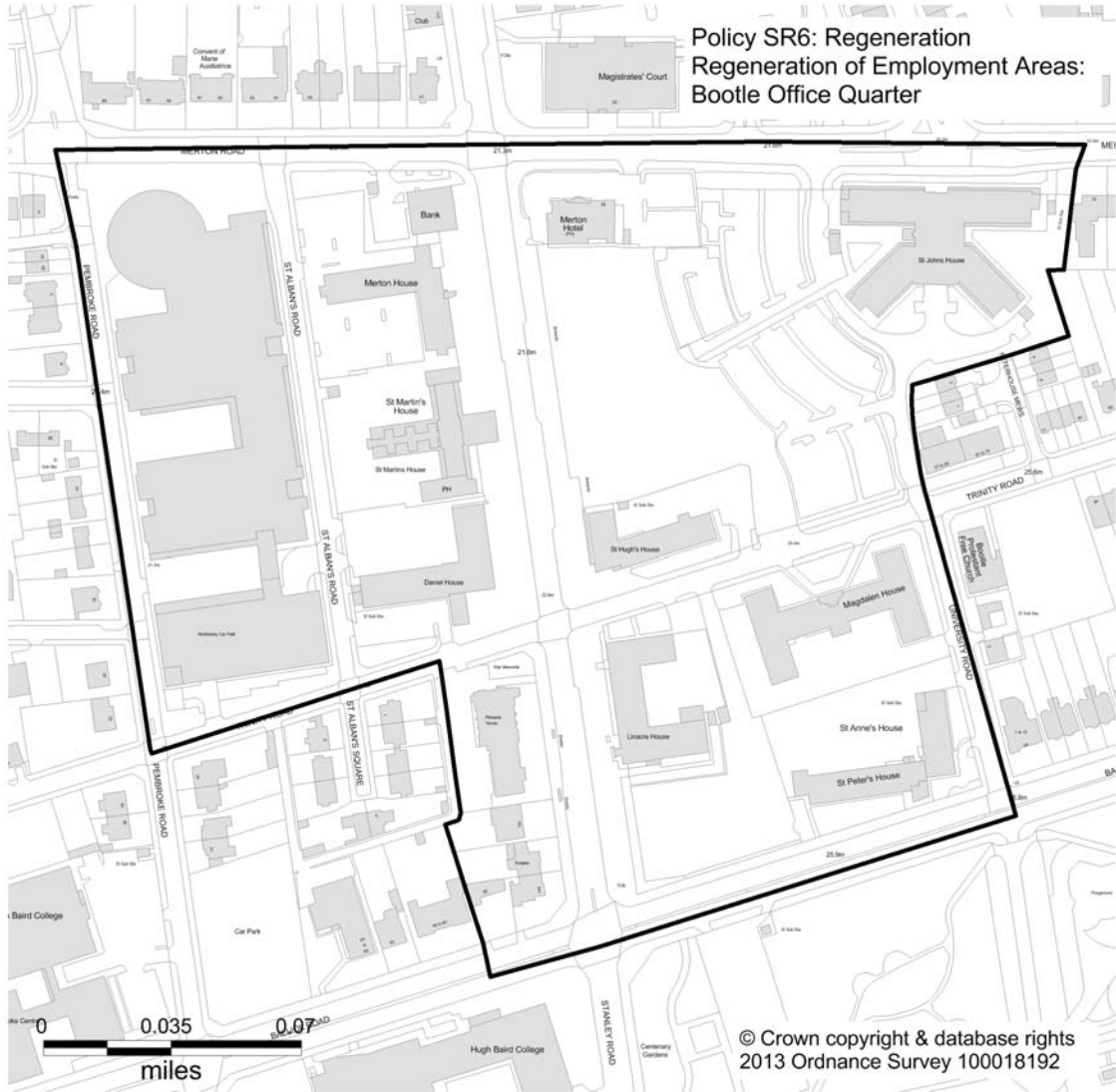
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Policy SR6: Regeneration
Regeneration in Bootle:
Former Gas Works Site



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Policy SR6: Regeneration
Regeneration of Employment Areas:
Bootle Office Quarter



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>

	<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>
Relevant Plan Objectives:	<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.
Relevant Strategic Policy:	SR1 Sustainable Growth & Regeneration
Links to other policies:	Access and facilities Green infrastructure
Policy Context:	NPPF sections 4 and 5; paragraph 162

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>

Bootle and Southport Centres will be defined as Town Centres

Bootle Town Centre

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.

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.

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:

- (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

Southport Town Centre

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.

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.

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:

- (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

street scene

Development in District and Local Centres

The following will be defined as District Centres:

Waterloo
Crosby
Maghull
Formby

The following will be defined as Local Centres

Ainsdale
Birkdale
Churchtown
Old Roan
Netherton

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:

- (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.

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


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>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

	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.

Policy SR8 Overview Map Town, District & Local Centres

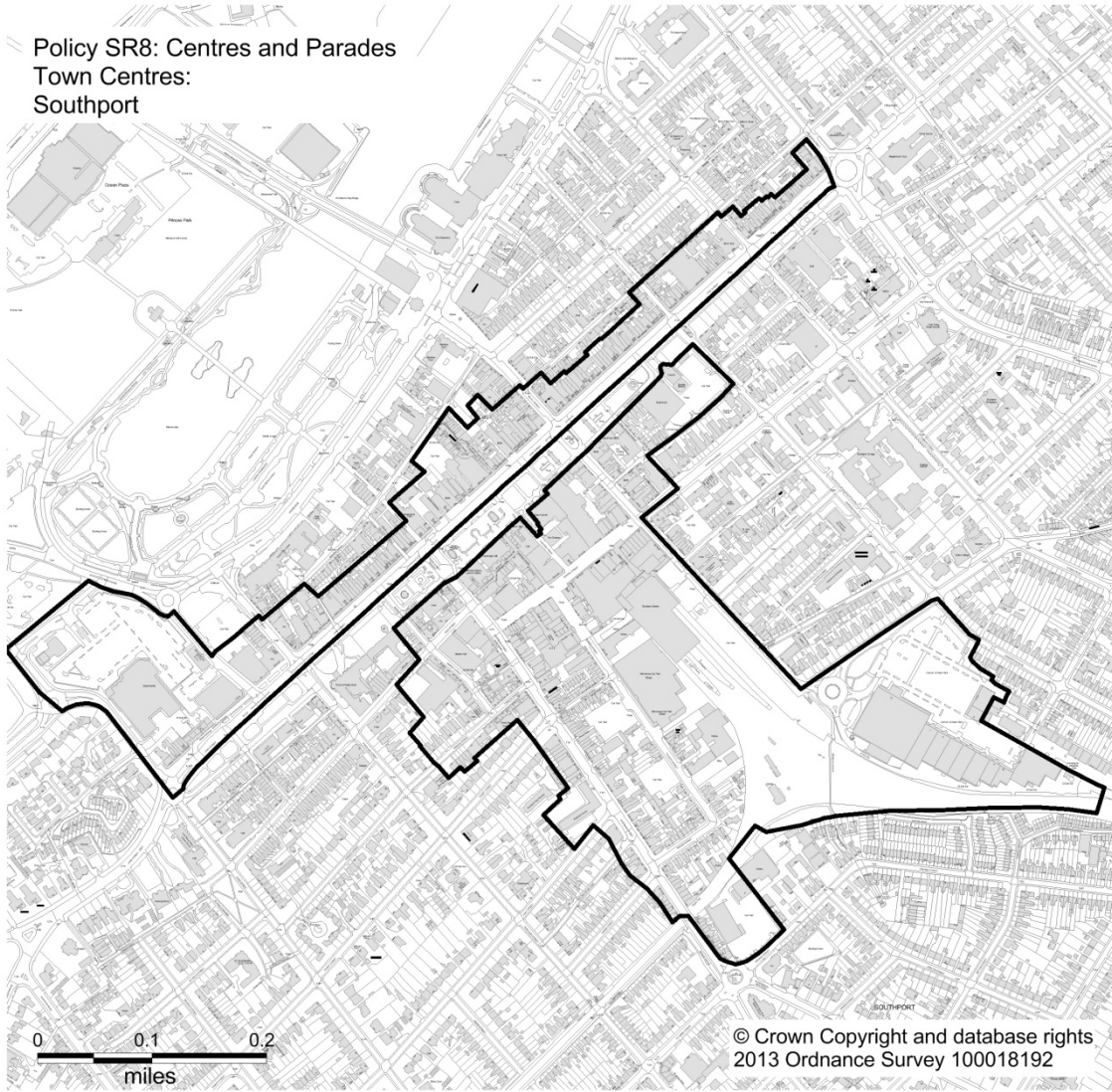
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-  District & Local Centres



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Policy SR8: Centres and Parades
Town Centres:
Southport



Policy SR8: Centres and Parades
District Centres:
Waterloo

