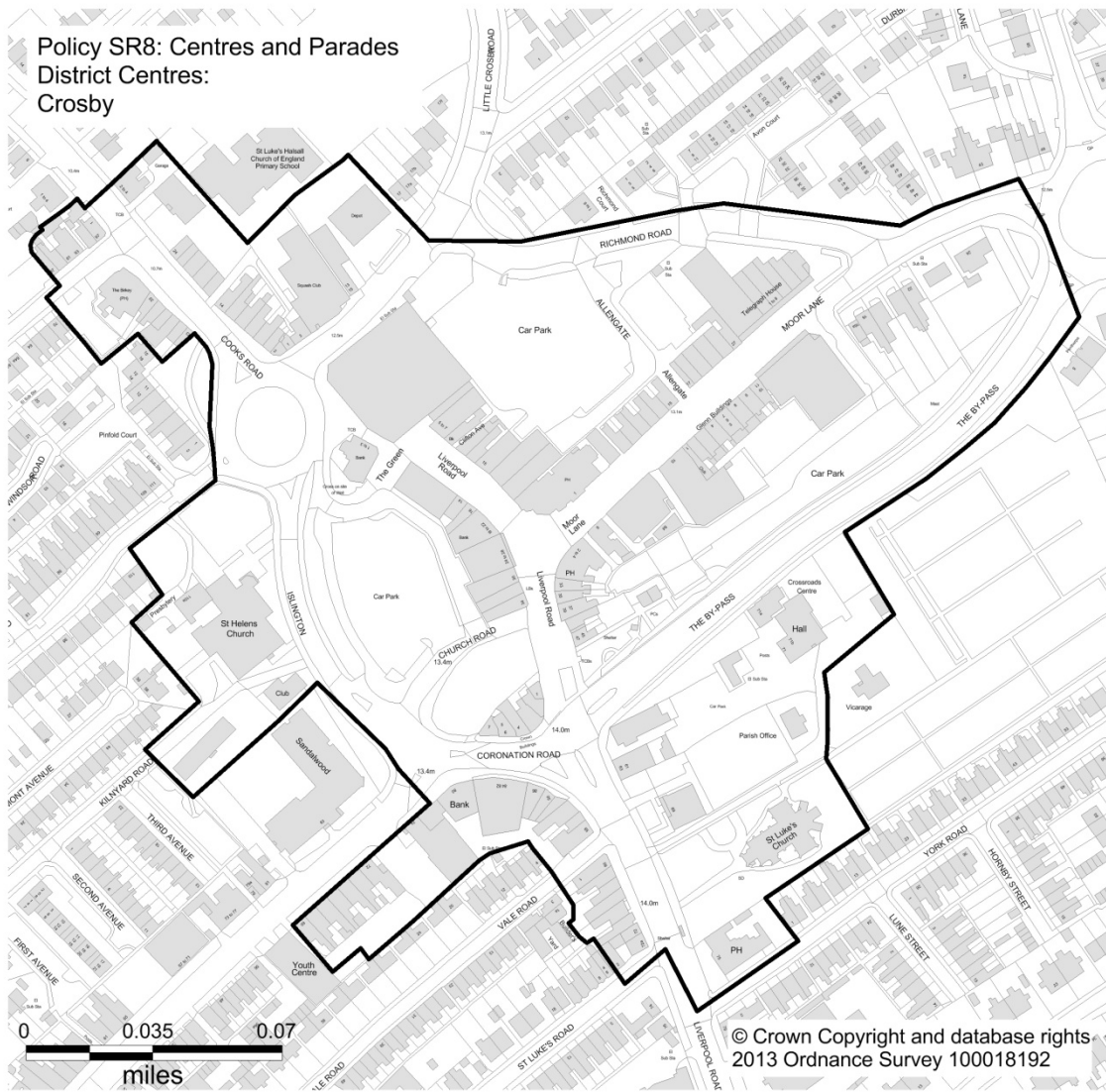
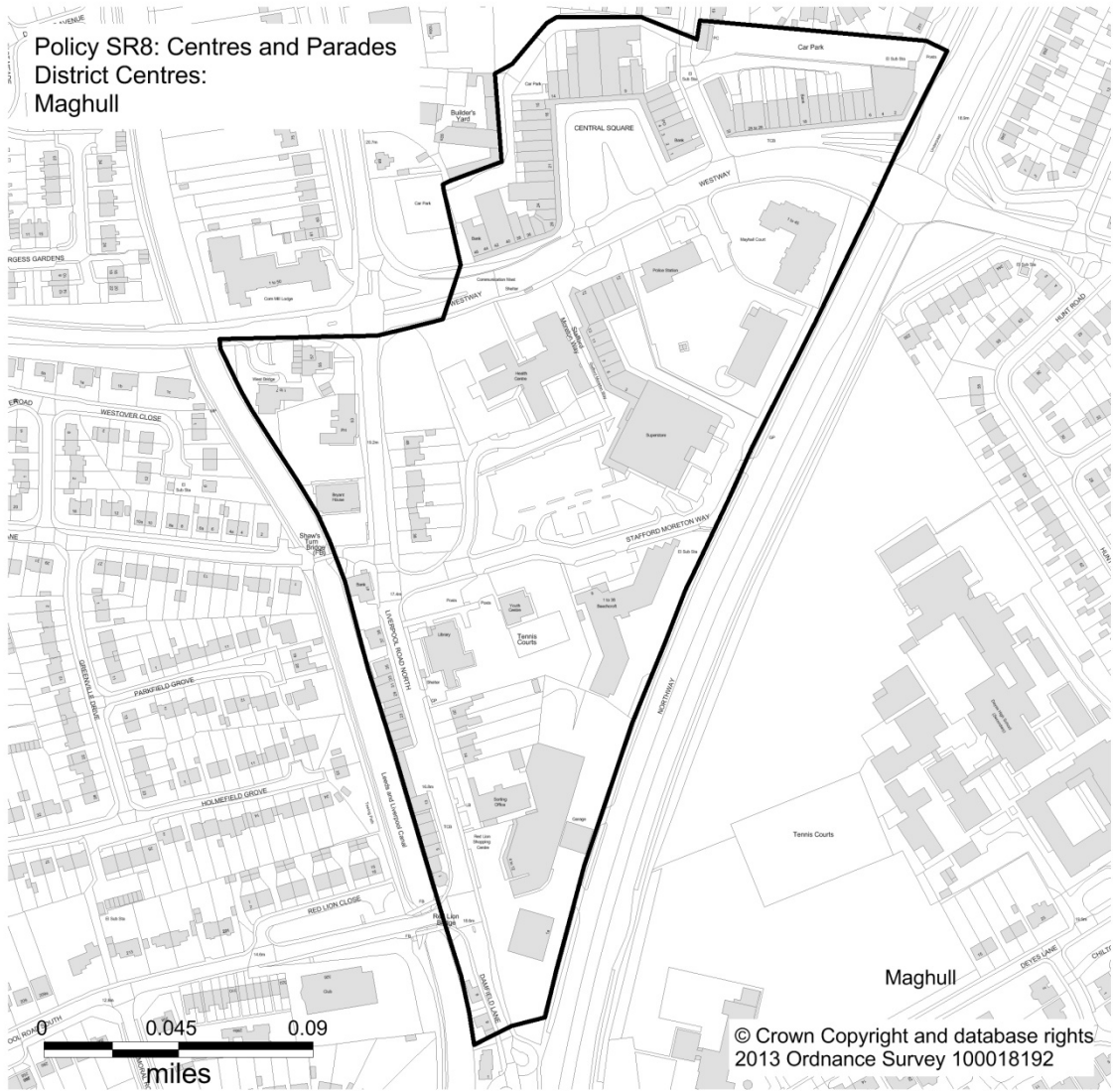


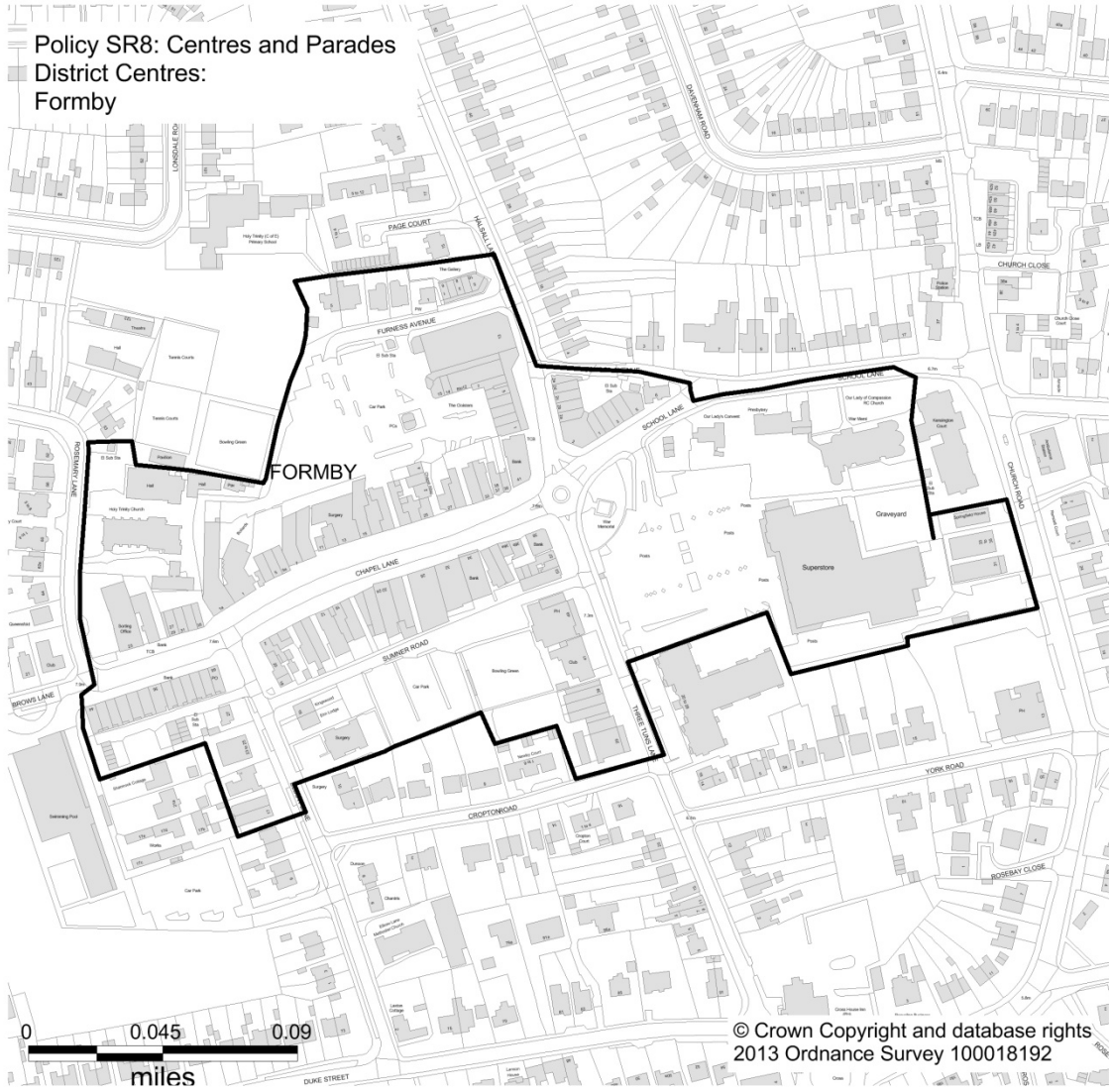
Policy SR8: Centres and Parades  
District Centres:  
Crosby



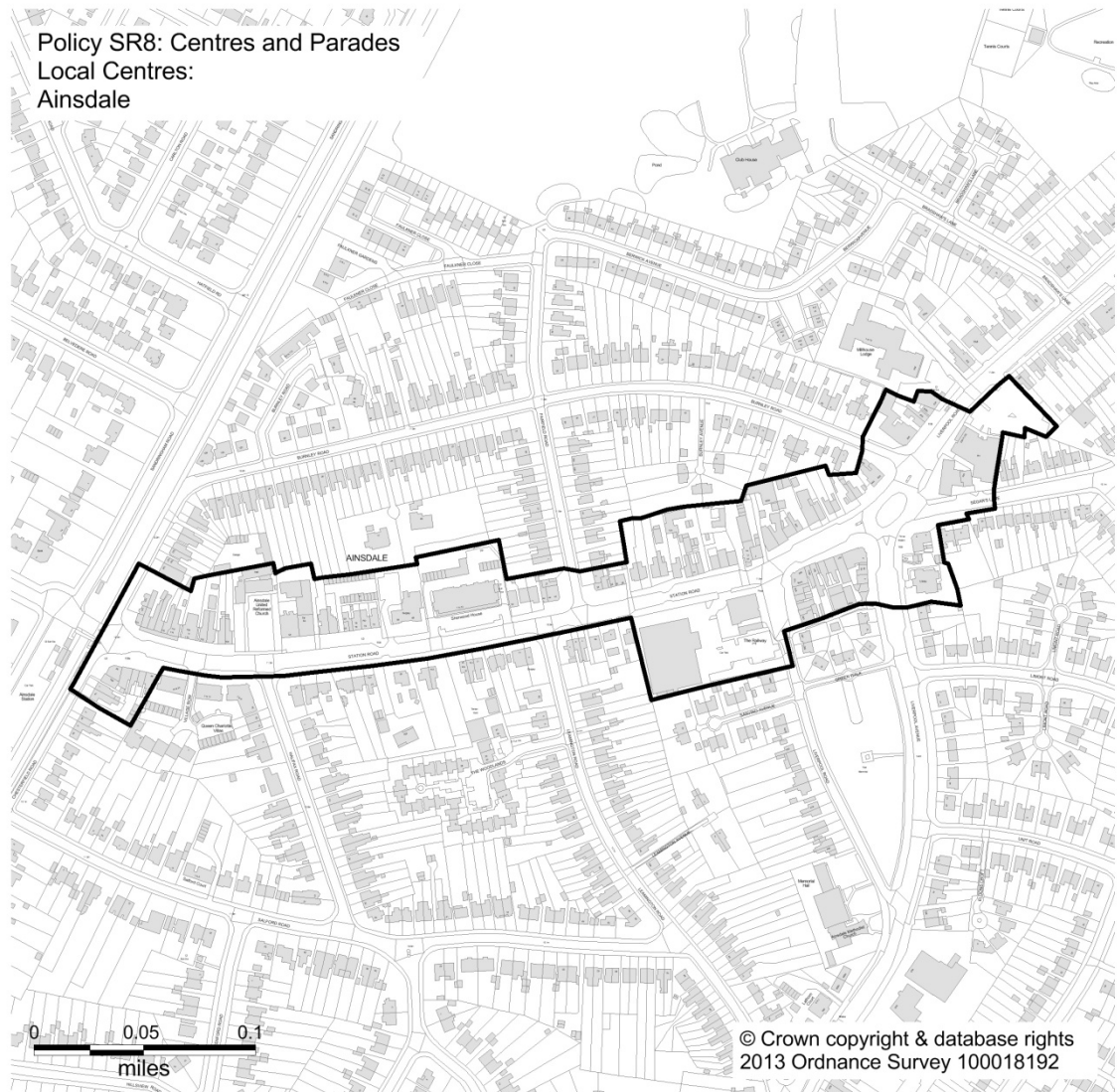
Policy SR8: Centres and Parades  
District Centres:  
Maghull



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Policy SR8: Centres and Parades  
Local Centres:  
Ainsdale





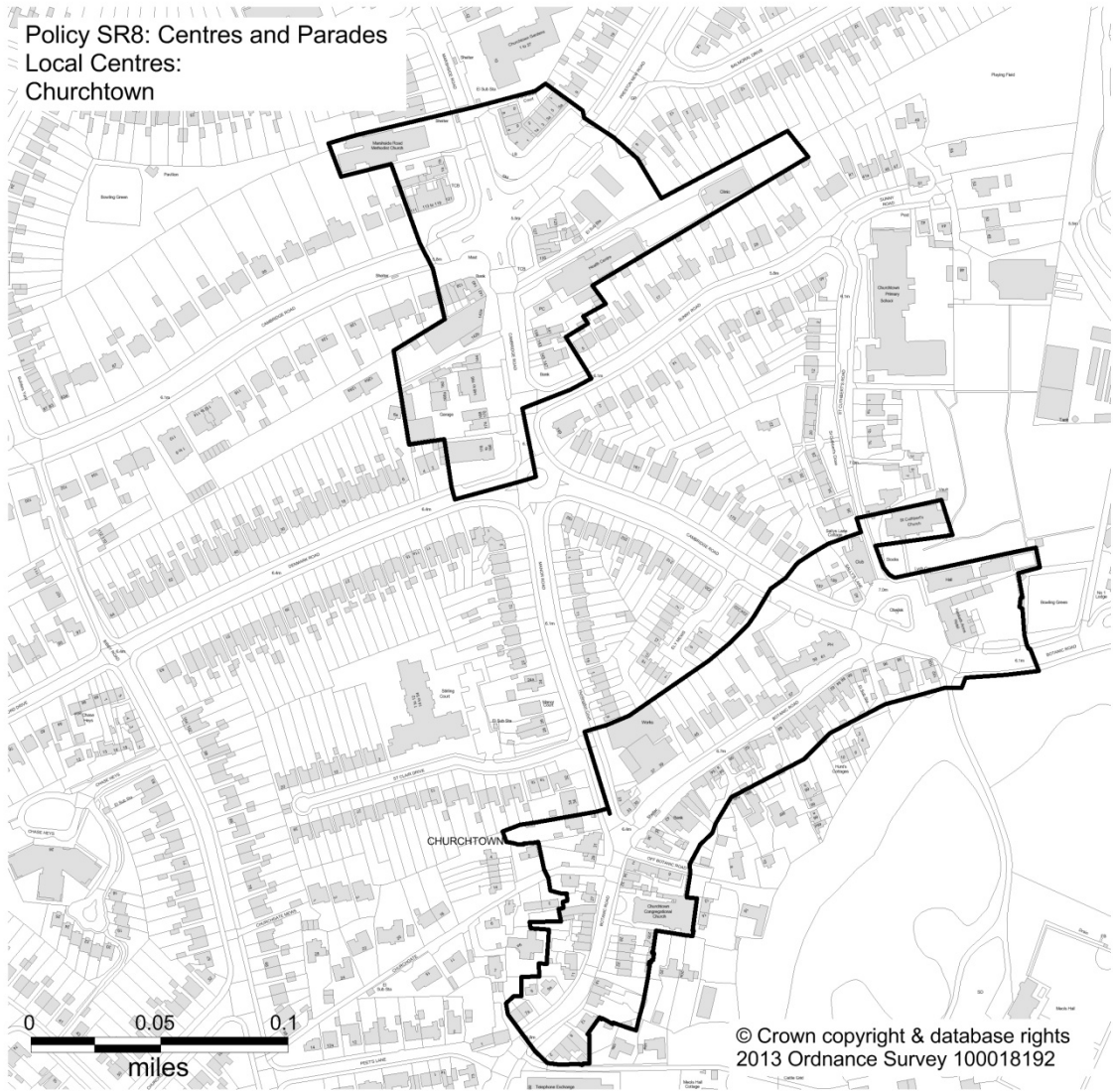
Policy SR8: Centres and Parades  
Local Centres:  
Birkdale



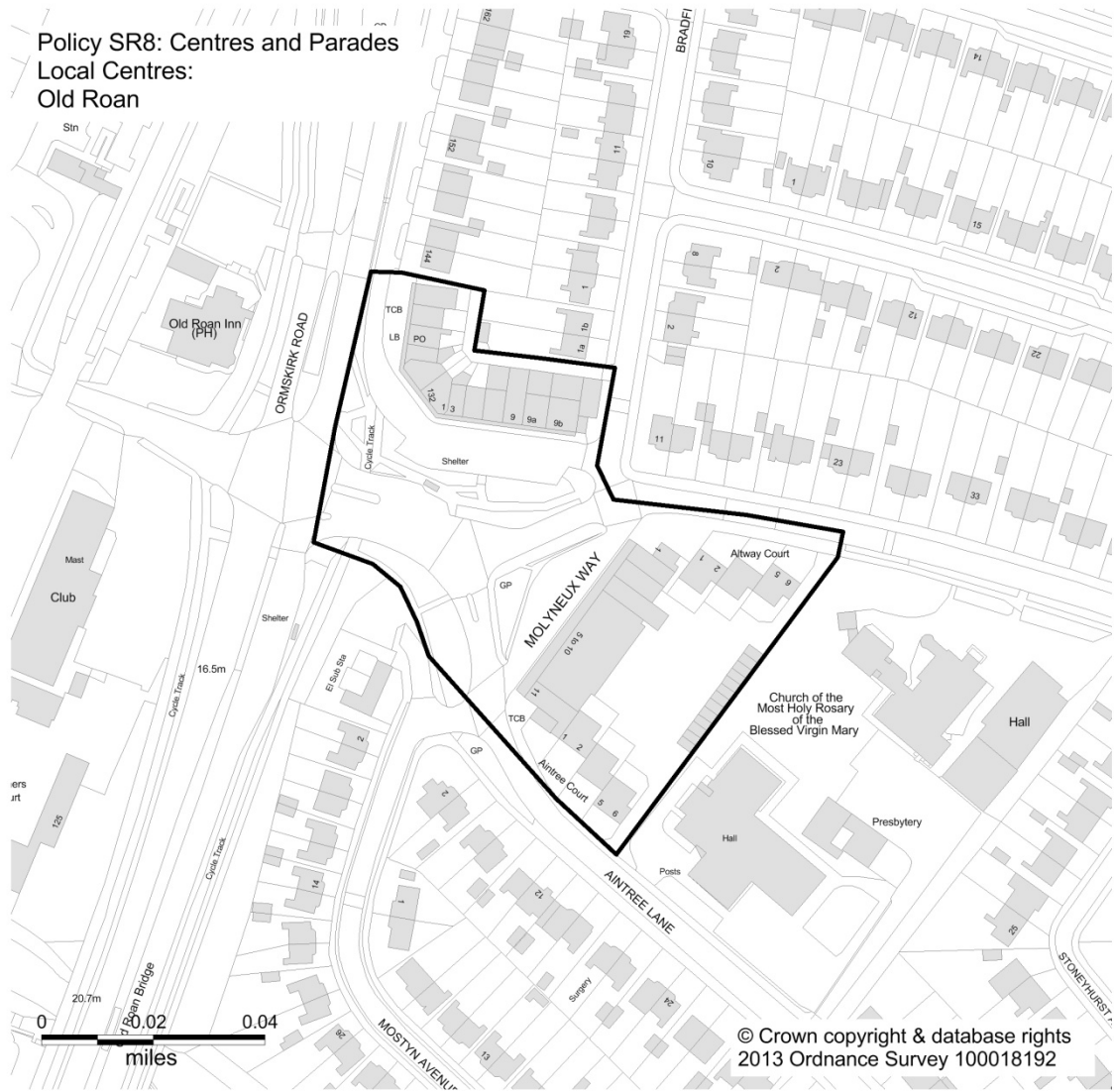
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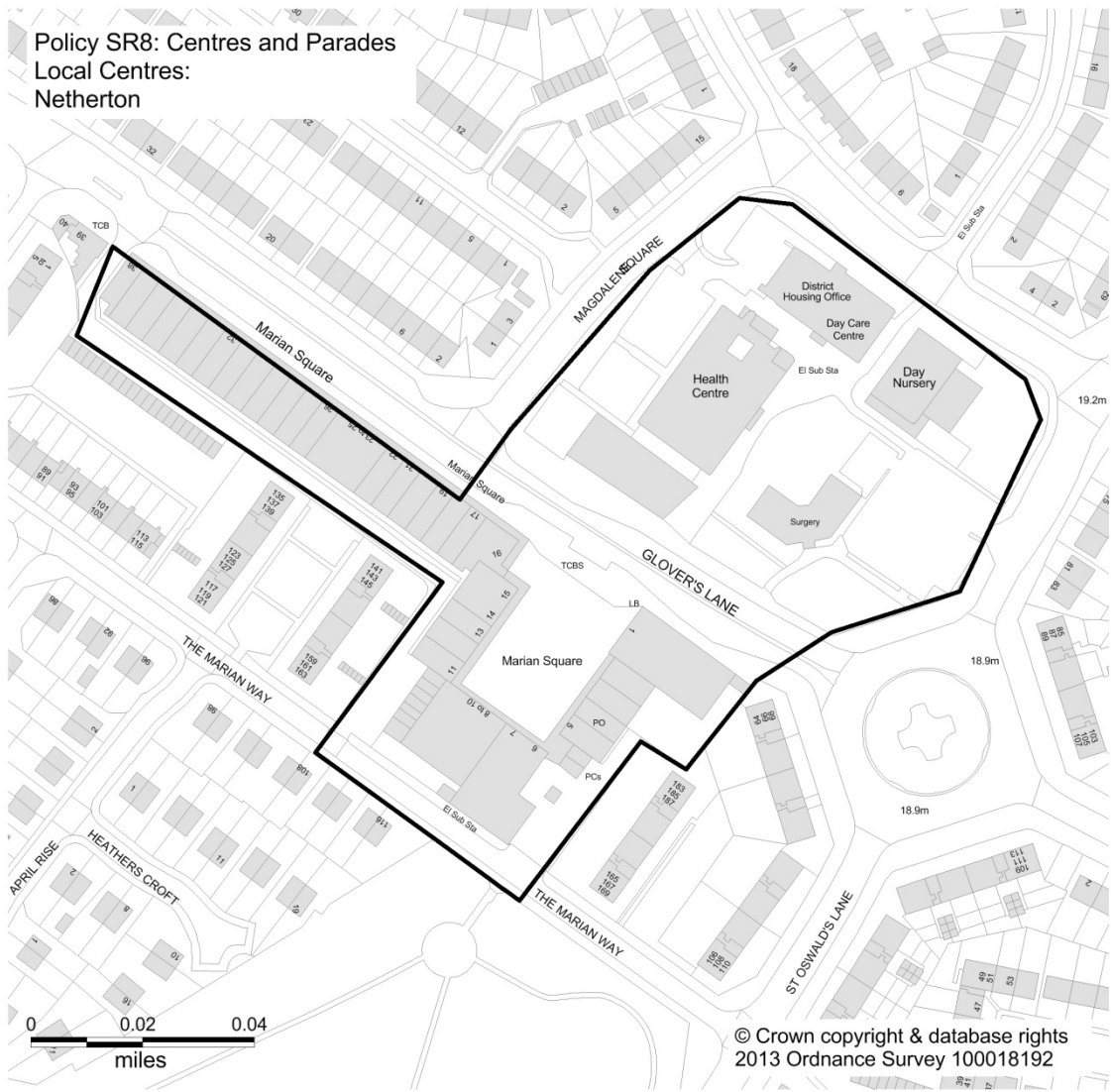
Policy SR8: Centres and Parades  
Local Centres:  
Churchtown



Policy SR8: Centres and Parades  
Local Centres:  
Old Roan



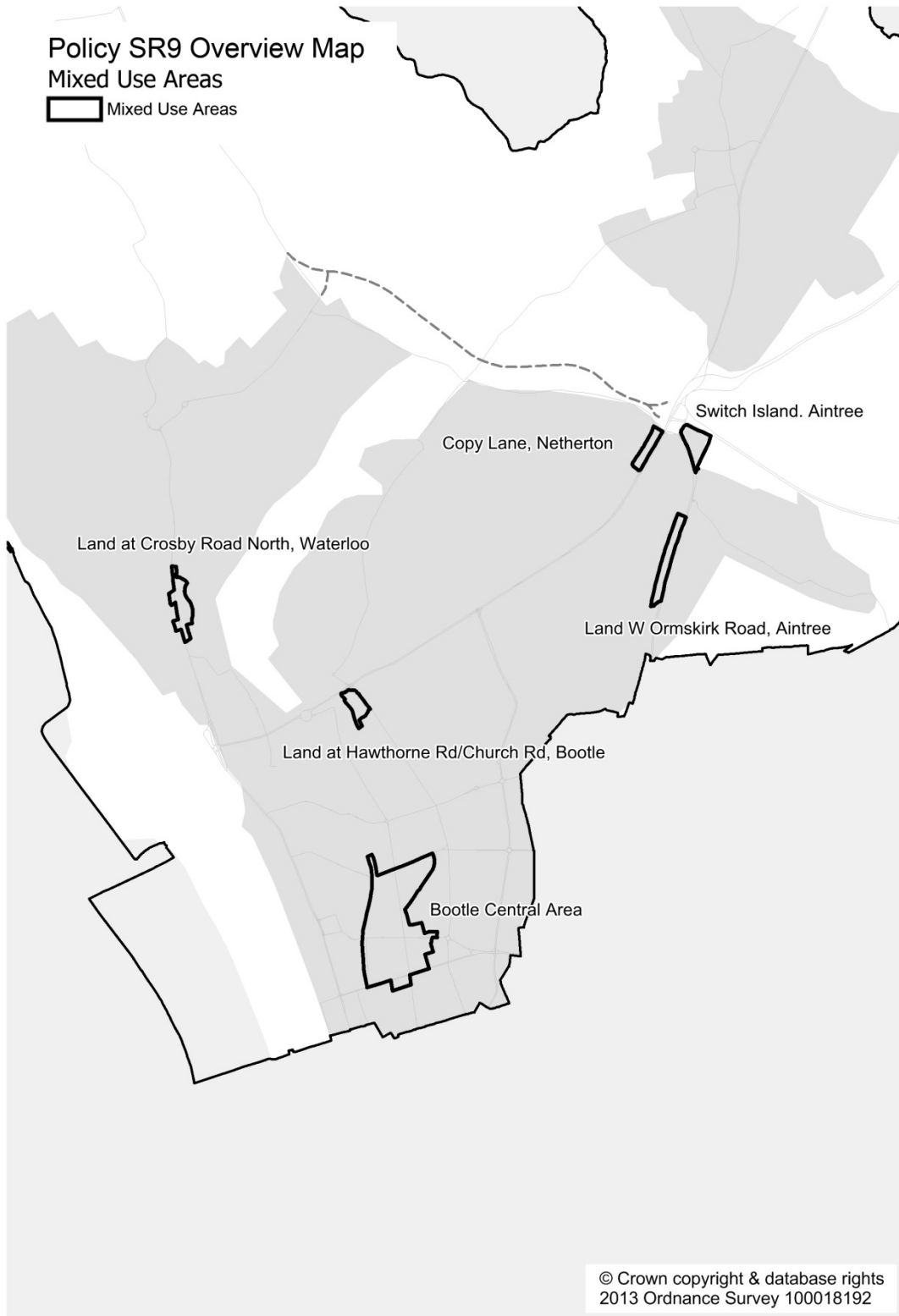
Policy SR8: Centres and Parades  
Local Centres:  
Netherton



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

Policy SR9 Overview Map  
Mixed Use Areas

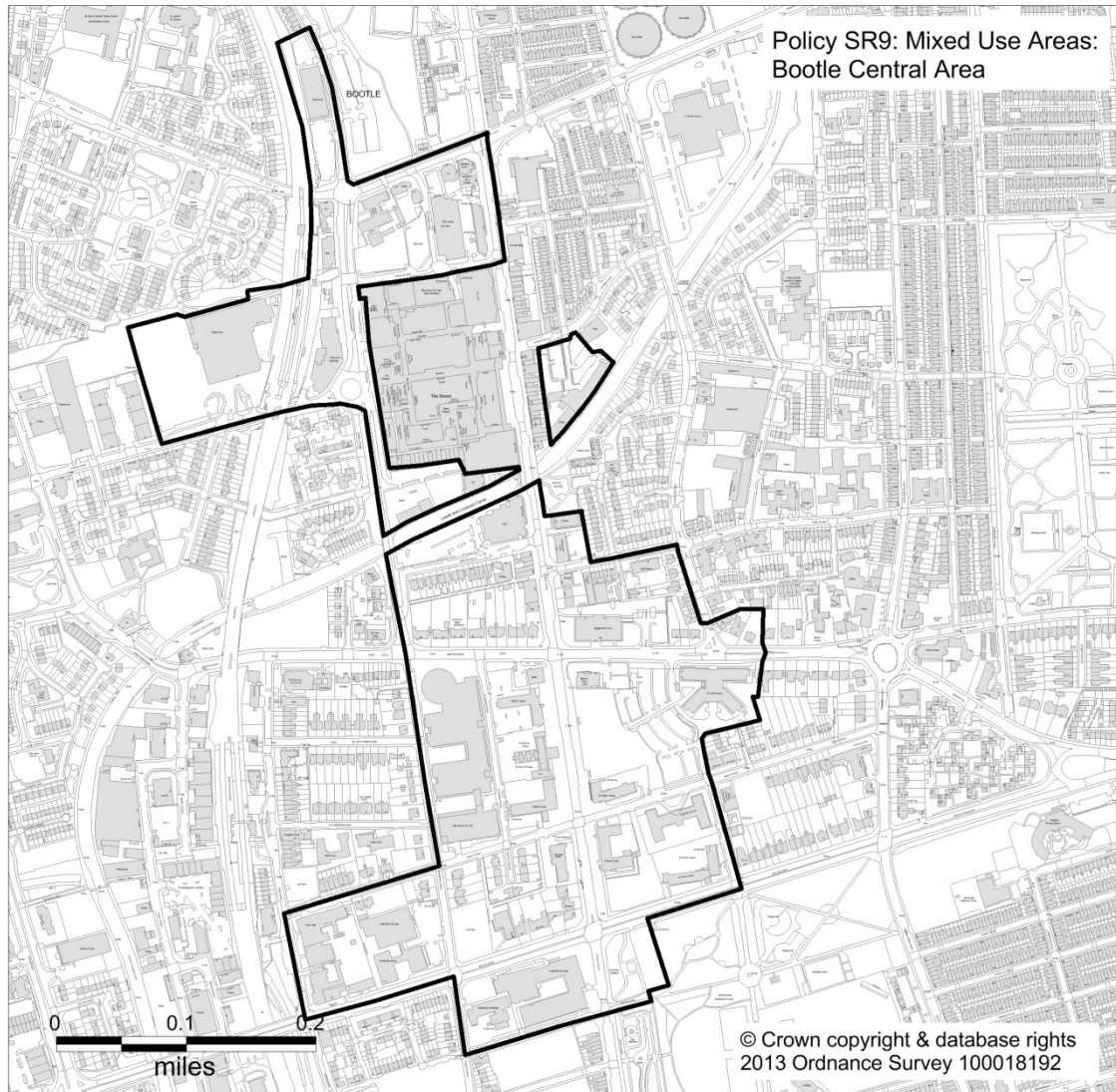
 Mixed Use Areas

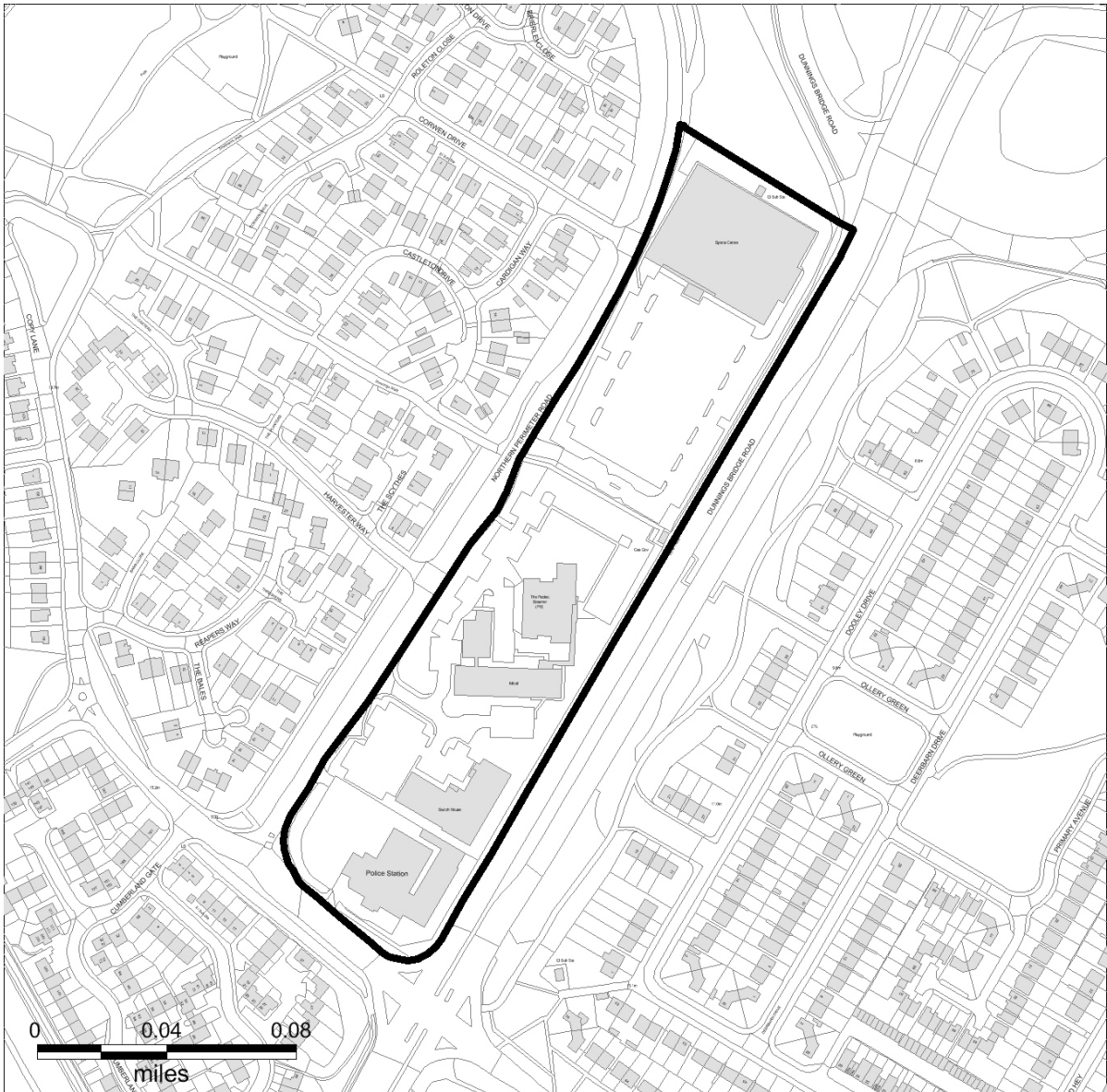


Policy SR9: Mixed Use Areas:  
Crosby Road North, Waterloo



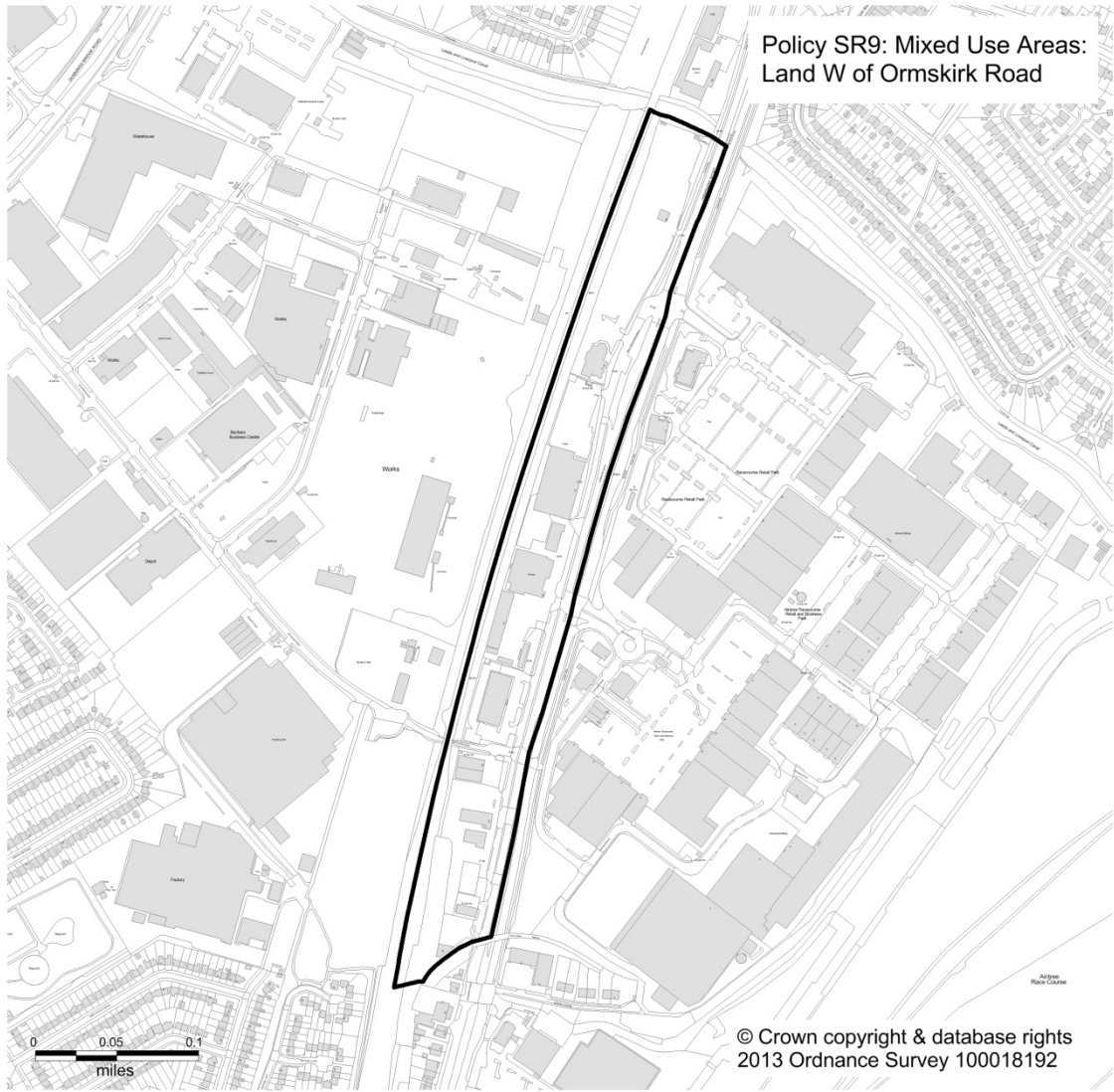




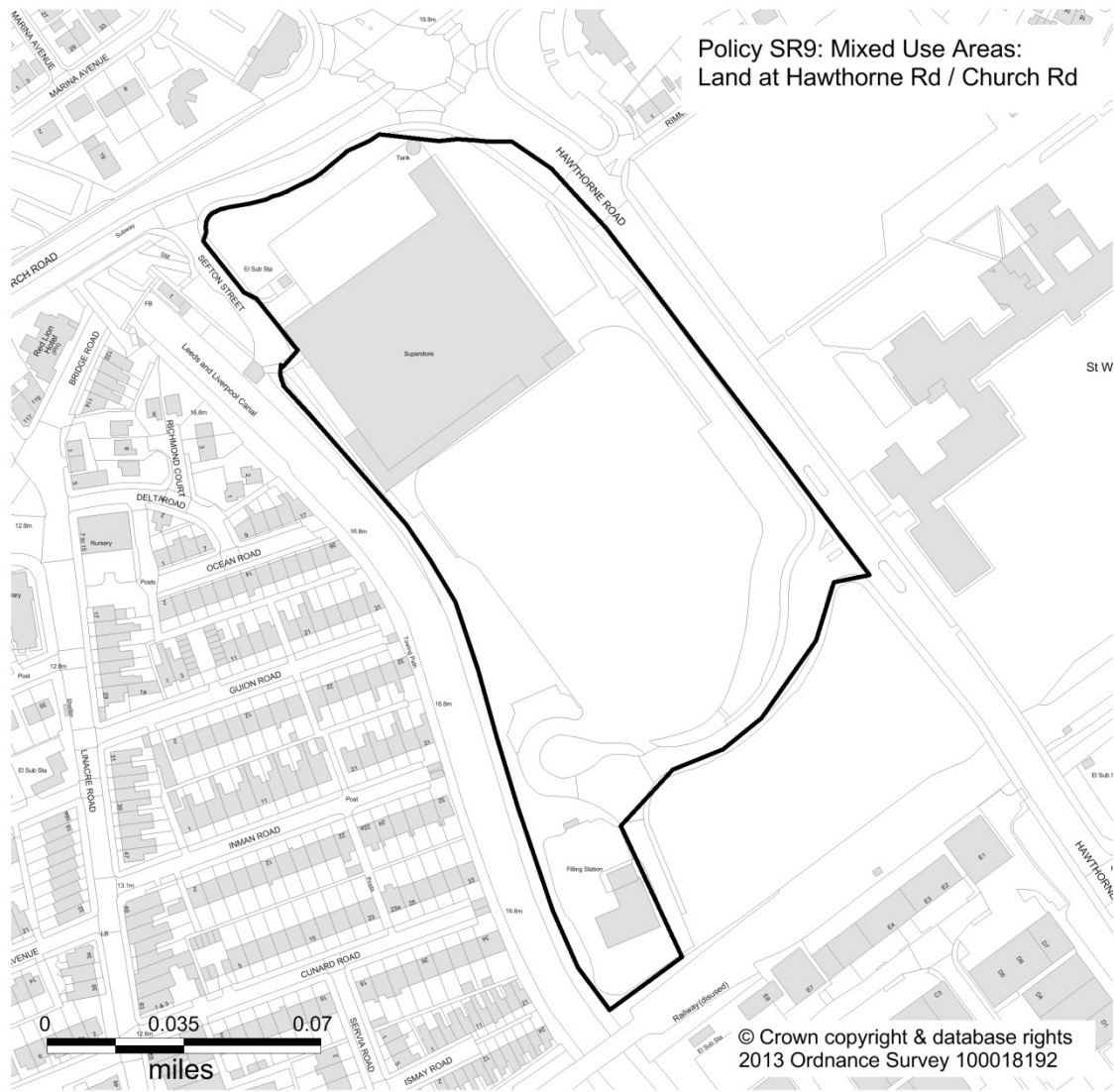


SR9 Copy Lane Netherton

Policy SR9: Mixed Use Areas:  
Land W of Ormskirk Road



Policy SR9: Mixed Use Areas:  
Land at Hawthorne Rd / Church Rd



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Policy SR9: Mixed Use Areas:  
Switch Island, Aintree



<b>Policy Title:</b>	<b>SR10 Transport</b>
<b>Policy Text:</b>	<p>1. The Council's priorities for the transport network in Sefton during the plan period include:</p> <ul style="list-style-type: none"> <li>• Completion of the A5758 Brooms Cross Road [i.e. Thornton to Switch Island Link]</li> <li>• Improved access to the Port of Liverpool by a range of transport types</li> <li>• Protection of the freight distribution network</li> <li>• A new train station and park and ride facilities at Maghull North</li> <li>• Development or extension of park and ride facilities at Hall Road, Seaforth &amp; Litherland and Waterloo rail stations</li> <li>• The provision of interchange facilities in Southport, Crosby and Maghull centres.</li> <li>• Improved parking facilities in Bootle, Southport, Crosby and Maghull centres.</li> <li>• Upgrading of the motorway access at Junction 1 on the M58</li> <li>• Traffic management improvements to the A565 and A5036</li> <li>• Improved access to Southport from the east [A570 corridor]</li> <li>• Maintaining, improving and extending the walking and cycling network</li> <li>• Better connecting new and existing neighbourhoods with the public transport network</li> <li>• Safeguarding the rail link between Bootle New Strand and Aintree rail station [i.e. the Aintree Curve]</li> </ul> <p>2. Transport Assessments will be required for:</p> <ul style="list-style-type: none"> <li>• all major development, as set out in the table below;</li> <li>• proposals which are likely to have a significant harmful effect on road safety, access or road capacity; or</li> <li>• proposals which are likely to significantly increase pollution</li> </ul> <p>3. Access onto the Primary Route Network will be restricted as follows:</p> <ul style="list-style-type: none"> <li>• direct access onto the Highways Agency's motorways and strategic core trunk road network will not be permitted;</li> <li>• access onto the remainder of the Highways Agency's trunk road network, whether indirectly (by way of an existing access) or directly (via a newly built one) will be assessed against the development's impact on the trunk road network from 15 years of the occupation of the development.</li> </ul> <p>Where development is permitted, contributions may be sought for any mitigation which is necessary to make sure the trunk road network runs safely and efficiently; and</p> <p>Direct access onto the remainder of the primary route network will only be permitted if it does not restrict the capacity of the road or its intended purpose. Any junction or capacity improvements shall be completed before the occupation of the relevant development.</p> <p>In all cases, direct access on to the primary route network will not be permitted where a reasonable alternative exists.</p>

<b>Explanation:</b>	<p>This policy identifies the Council's current priorities for new and improved transport infrastructure. They are based on the Third Merseyside Local Transport Plan [LTP3] and will contribute to it being implemented. Where appropriate these transport priorities are also identified within the Council's Infrastructure Delivery Plan.</p> <p>The Thornton to Switch Island Link Road has recently been approved and construction is expected to commence in late 2013. Once completed it will become the A5758 Broom's Cross Road.</p> <p>The Port of Liverpool at Seaforth is planned to significantly increase its capacity and this will have implications for the amount of freight that comes and goes. A recent Port Access Study set out that the potential of moving freight by rail will be maximised but that increased road capacity will still be required. It is likely that during the Local Plan period further work will be required to increase road capacity to the port.</p> <p>A number of our proposed development sites are currently in the Green Belt. As such they do not currently have good access to the public transport network. Individual development briefs for sites will look at ways this can be improved. Transport improvements at the land East of Maghull are covered in Policy SRM10.</p>
<b>Relevant Plan Objectives:</b>	1. 2
<b>Relevant Strategic Policy:</b>	SR2 Sustainable Growth and Regeneration
<b>Links to other policies:</b>	PC1 Access and Facilities SR7 Infrastructure and Developer Contributions SRM1 Land East of Maghull PD1 Design
<b>Policy Context:</b>	Section 4 NPPF LTP3 Transport Modelling Option Testing [MottMacDonald , 2013]

### Thresholds for Transport Assessments and Travel Plans

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



## **Southport area**

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

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

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

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

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

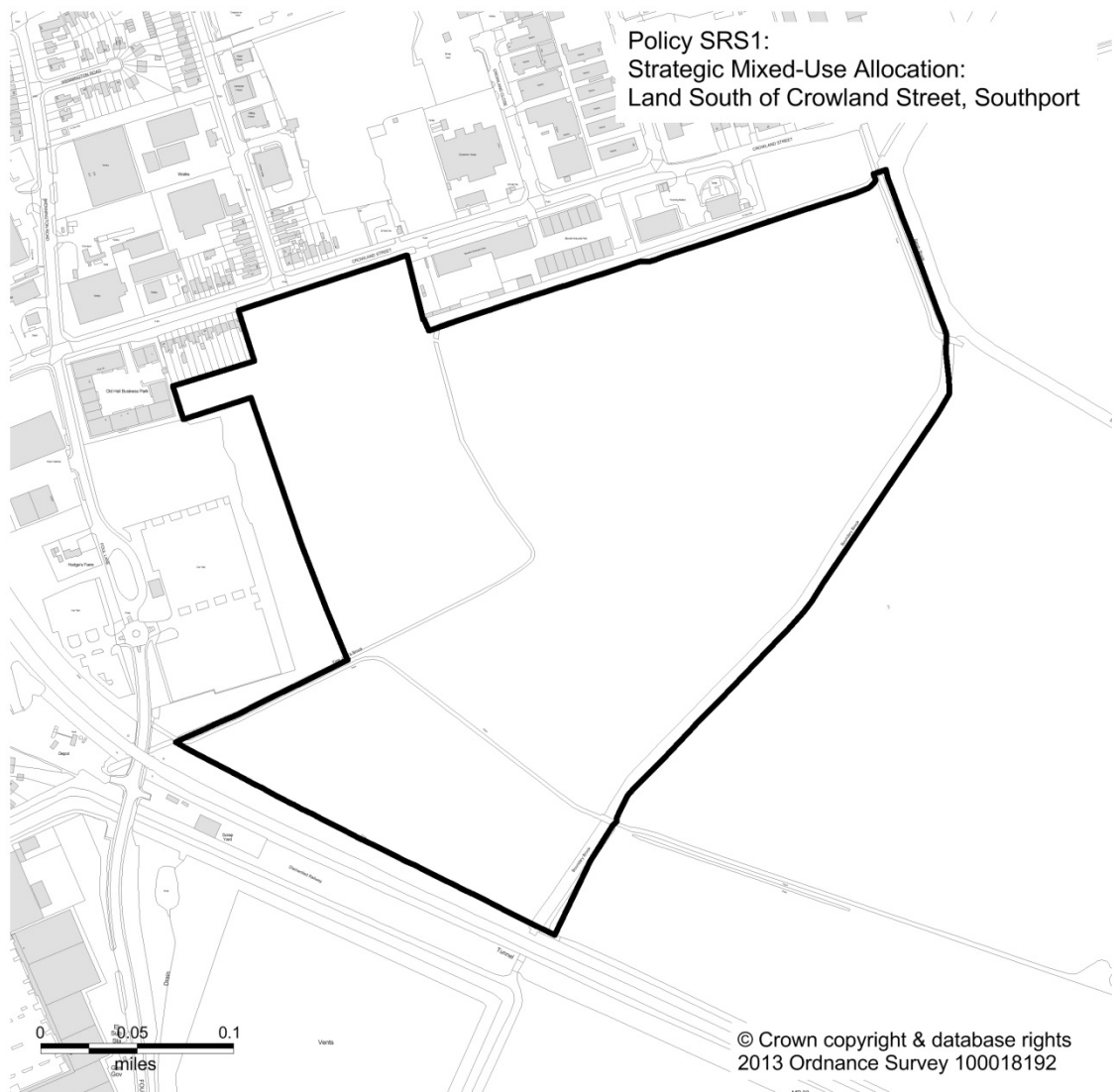
Sefton has one of the oldest populations in the North West and Southport has the highest percentage of elderly people in Sefton. This brings specific challenges for housing and health care. The town also has a relatively large migrant population, many of whom work in West Lancashire. Within Sefton, Southport has the greatest need for affordable housing, due in part to the high house prices. The town comprises areas of both deprivation and relative wealth, with part of the central area containing some of the most deprived neighbourhoods in Sefton.

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

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

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

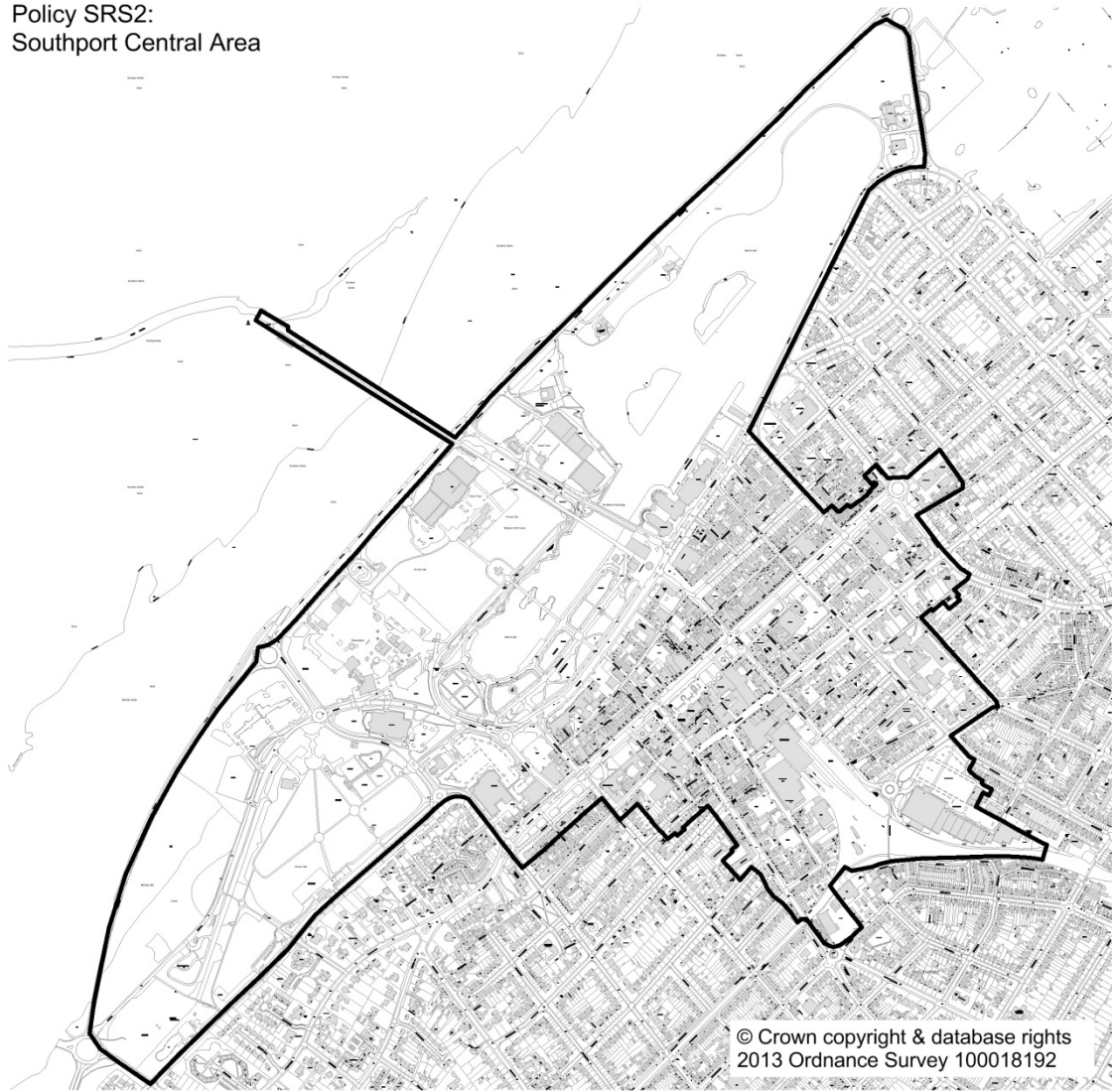
	<p>10. To improve <b>access to services, facilities and jobs</b> without having to depend on the car.</p> <p>12. To promote <b>economic growth</b> and <b>jobs</b> creation, a wider based <b>economy</b> in terms of job type, skills and the local labour supply, and support new and existing businesses.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



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

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

Policy SRS2:  
Southport Central Area





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

	<p>with a private sector developer. The site will be developed for tourism purposes as soon as circumstances allow.</p> <p>The Seafront area also contains some important heritage and environmental assets that will be protected from inappropriate development. Much of the Seafront is within the Promenade Conservation Area and the Pier is a Listed Building. Kings Gardens and South Marine Gardens are registered on the national list of Parks and Gardens of Special Historic Interest. The area contains also a number of important parks and open spaces, including Victoria Park.</p> <p>In addition, the Southport Seafront area is also adjacent to internationally important nature sites. Development which may have an adverse effect on internationally important nature sites will only be permitted where it can be demonstrated that there are both no alternatives and imperative reasons of overriding public interest.</p> <p>The northern and western shore of the Marine Lake, together with the Marine Lake itself is a Local Wildlife Site, and also contains priority habitats and species.</p>
<p><b>Relevant Plan Objectives:</b></p>	<p>(1) To support urban regeneration and priorities for investment in Sefton.  (2) To protect and enhance Sefton’s important natural environment and where possible create new environmental assets which are well connected to existing assets.  (3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.  (6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.  (12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p>
<p><b>Relevant Strategic Policy:</b></p>	<p>SR1 Sustainable Growth and Regeneration</p>
<p><b>Links to other policies:</b></p>	<p>SRS2 Southport Central Area  SR6 Regeneration  ER1 Environmental Assets  ER2 Nature conservation and enhancement  ER5 The Sefton Coast and development</p>
<p><b>Policy Context:</b></p>	<ul style="list-style-type: none"> <li>• NPPF</li> <li>• Tourism Strategy for Sefton</li> <li>• LCR Local Enterprise Partnership’s (LEP’s): <ul style="list-style-type: none"> <li>○ Business Plan 2012/13</li> <li>○ SuperPort Action Plan 2011-2010</li> <li>○ LCR Visitor Economy Plan to 2020</li> </ul> </li> <li>• Sefton Economic Strategy (2013)</li> <li>• Southport Investment Strategy</li> </ul>

Policy SRS3:  
Southport Seafront



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

<b>Links to other policies:</b>	PA1 Development in Primarily Residential Areas
<b>Policy Context:</b>	

## **Formby area**

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

- Policy SRF1: Land north of Formby Industrial Estate.

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

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

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

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

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

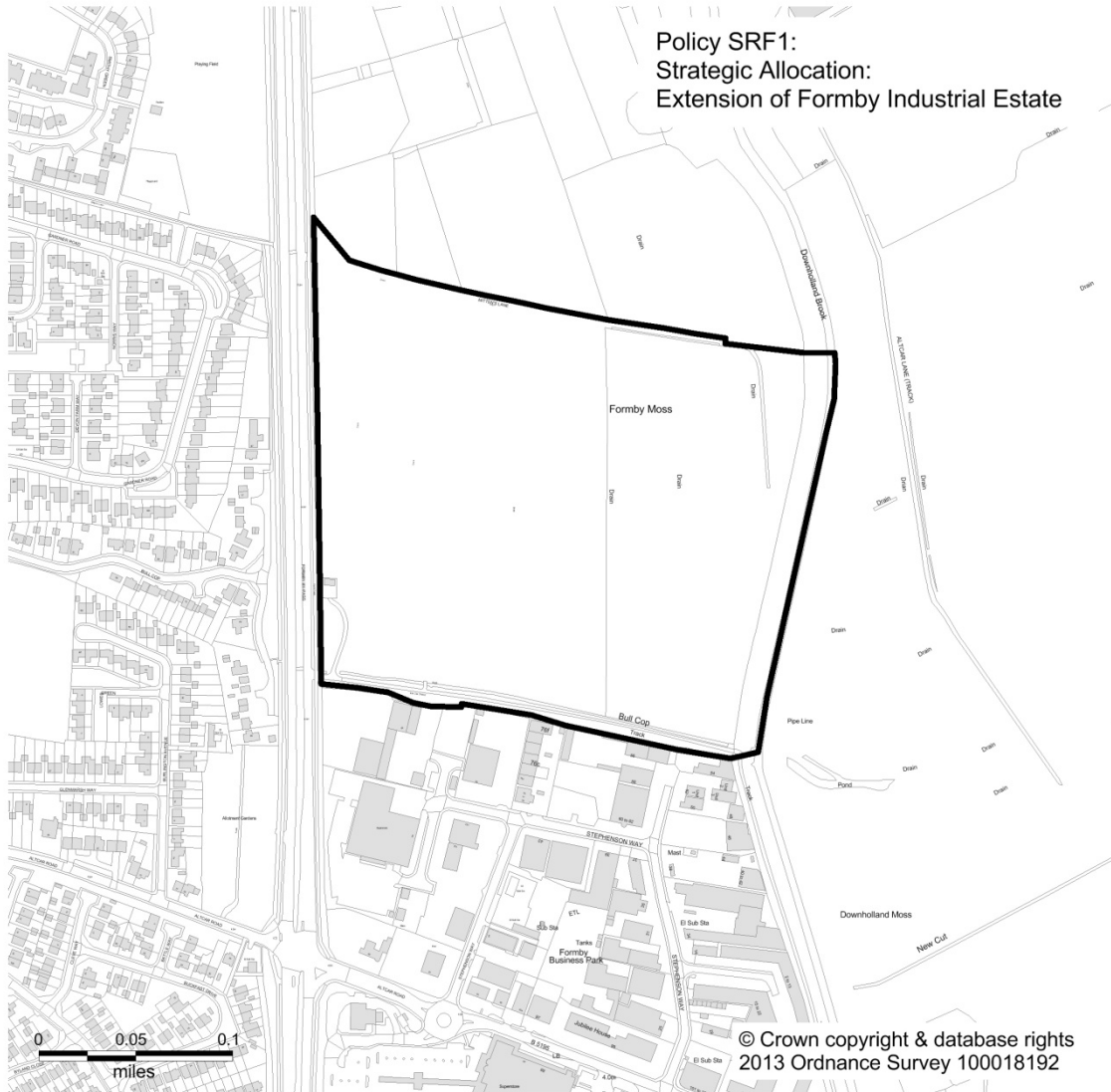
The potential area of search for wind energy, near Ince Blundell, is also in the Formby area. Policy CC3 'Energy and carbon reduction' provides more detail.

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



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

Policy SRF1:  
Strategic Allocation:  
Extension of Formby Industrial Estate



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## **Crosby area**

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

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

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

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

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

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

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

## **Maghull area**

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

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

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

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

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

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

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

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

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

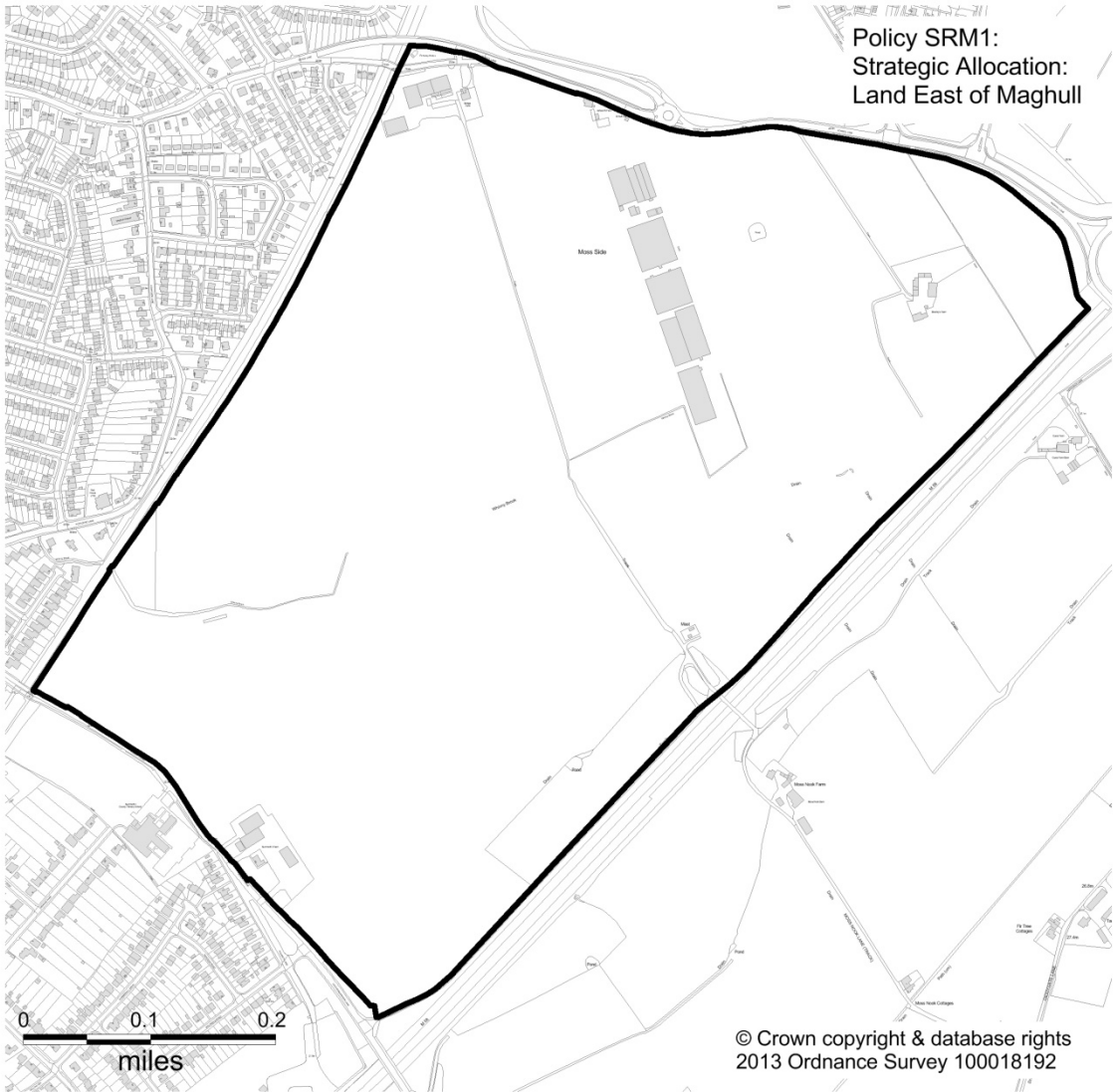
	<p>children’s play facilities, habitat creation and sustainable surface water drainage as appropriate, sited along Whinney Brook to serve the development and a buffer zone to the M58 motorway;</p> <ul style="list-style-type: none"> <li>• appropriate surface-water management measures, design and enhancement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

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

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



Policy SRM1:  
Strategic Allocation:  
Land East of Maghull



## **Bootle and Netherton area**

The Bootle area is an urban area sharing a boundary with north Liverpool, and includes Netherton, Litherland and Seaforth (including the Port). Bootle has a legacy of large numbers of high density Victorian and Edwardian terraced housing. The area continued to grow and change through the 20<sup>th</sup> century, with major post-war redevelopments of housing and commercial areas, and new lower density Council-housing built at the edges of the urban area such as at Netherton.

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

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

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

Bootle's industrial past has left large tracts of contaminated and derelict land in areas that have low land values. This legacy requires investment to remediate vacant sites, overcome constraints and make them suitable for new development. However this land also presents opportunities - for housing and commercial development to bring new life to a part of the borough which has a strong sense of community. Parts of south Sefton and the adjoining area of north Liverpool have been identified as priorities for regeneration, and both Councils have agreed to a strategic framework to help bring this about. Seaforth centre has also faced challenges in recent years.

In recent years, much of south Sefton was designated as part of the Merseyside 'Housing Market Renewal Area'. The initiative has begun to change the housing quality, type and tenure available, mainly through demolition of low-demand homes and clearance of former, vacant, industrial sites and rebuilding of new homes. There is a need for further investment to make sure that this area continues to improve, although government funding for this initiative has come to an end. The Council has resolved to channel 'New Homes Bonus' funding towards this area.

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

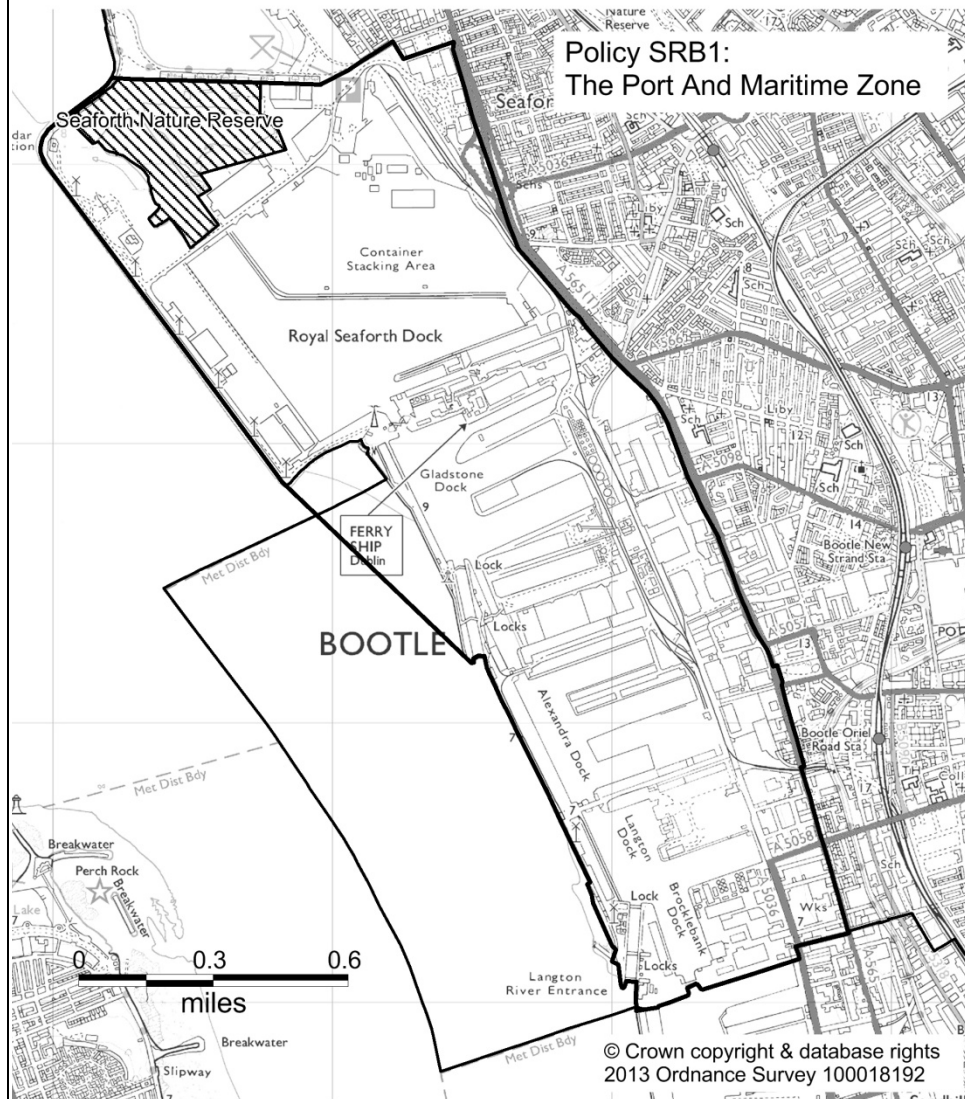
Policy SR9 'Mixed use areas' sets out the land use and development framework for a number of areas where a more flexible approach to uses is appropriate.

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

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

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

**Policy Title: SRB1 The Port and Maritime Zone**



**Context**

The growth of the Port of Liverpool will bring major economic benefits for the Liverpool City Region and the wider national economy by increasing opportunities for trade with the rest of the world, including key markets in the Far East and the Americas.

Peel Ports has consulted on a draft Mersey Ports Master Plan which sets out their future development intentions. This includes an eastward expansion to the A565 in Bootle and Liverpool, which will require the relocation of a number of existing businesses, and development on the Seaforth nature reserve. As the latter is an internationally protected nature conservation site, 'appropriate assessment' under the Habitat Regulations will be required to agree what mitigation is needed before this area can be developed.

The Port expansion will create significant numbers of job opportunities for communities across the Liverpool City Region, both directly at the Port and through a wide range of other businesses which depend on goods brought in

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

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

**Port permitted development rights**

Class B, Part 17 of the General Permitted Development Order 1997 (as amended)

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

**B. Permitted development**

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

(a) for the purposes of shipping, or

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

**B.1 Development not permitted**

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

(a) the construction or erection of a hotel, or of a bridge or other building not required in connection with the handling of traffic,

(b) the construction or erection otherwise than wholly within the limits of a dock, pier or harbour of—

(i) an educational building, or

(ii) a car park, shop, restaurant, garage, petrol filling station or other building provided under transport legislation.

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

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

The third area for identified for expansion is the Seaforth Nature Reserve. The Nature Reserve is a proposed Ramsar Site and potential Special Protection Area and as such is internationally important for nature conservation and is part of the Natura 2000 network of international nature sites. Under the Habitats Regulations etc 1994 (as amended) the Council

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

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

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

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

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

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



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

## **Section C – Environment and resources**

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## Chapter 9.

# Protection and enhancement of environmental assets

### Strategic Policy ER1: 'Environmental Assets'

1. Sefton's natural and heritage assets together with its landscape character should continue to contribute to the Borough's sense of place, local distinctiveness and quality of life, Development proposals and other initiatives should help achieve this.
2. A hierarchical approach will be taken to the protection and enhancement of Sefton's environmental assets, according to their designation and significance , including:

#### Natural Environment

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

#### Built Heritage

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

#### Landscape Character

- j) Rural landscape character including historic landscape character.

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

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

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

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

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

## **Explanation**

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

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

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

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

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

### Nature and geology and green infrastructure

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

And, to a lesser extent:

- Policy CC2 ' Flood risk and surface water management'

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

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

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

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

#### Heritage

- Policy ER6 'Heritage assets'

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

#### Water resources including the dune aquifer:

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

#### Land resources including soil and best and most versatile agricultural land

Minerals are a finite land resource and can generally only be worked where they are found. Sefton has only limited known minerals resources and related infrastructure such as the Port. It has no Mineral Safeguarding Areas or aggregate minerals resources that are currently commercially viable or likely to become so in the future. However, there is the potential for energy mineral exploration and extraction and the National Planning Policy Framework is clear that mineral planning authorities, such as Sefton, should include policies for the extraction of mineral resources. The policy approach is set out in the 'Minerals' policy. The Framework sets the policy for other land resources in Sefton.

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

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

- Policy ER5 'The Sefton Coast and development'.

#### Landscape Character

- Policy ER7 'Landscape Character'

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

In Sefton the locally important sites are:

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

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

- Sites of Local Geological Interest.

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

#### **Species**

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

#### **Mitigation and compensation**

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

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

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

#### **Enhancement**

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



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

strategic priorities and opportunities in Sefton and across the sub-region.

Many natural assets occur on a landform scale, across local authority boundaries. Lancashire County Council is currently preparing an Ecological Framework, which will better inform cross-boundary issues between Sefton and West Lancashire. Sefton is part of the Liverpool City Region (LCR) Local Nature Partnership.

### **Protection**

Section 1 of the policy deals with protection of Sefton's nature assets. *[Internationally-, nationally- and locally designated sites are due to be shown on the Policy Map at the Publication Stage of Local Plan preparation].*

An Ecological Appraisal must support planning applications given the range of ecological features present in Sefton. The details required are set out in figure ER2-1 below:

#### **Figure ER2-1 Requirements for an Ecological Appraisal**

The Ecological Appraisal must:

- Include a desktop study and consultation with Merseyside BioBank to identify any records for protected and/or notable species, sites and habitats on, or within 2km of, the site.
- Include an Extended Phase 1 Habitat survey to identify the habitats present on and adjoining the site, with maps and target notes appended to the report, in accordance with methods set out in the JNCC Handbook for Phase 1 Habitat Survey.
- Identify the potential for protected and/or notable species and any requirements for specialist surveys e.g. breeding birds, bats, water vole. Where specialist surveys are required, the report should identify when these surveys will be undertaken.
- Identify any ecological impacts, notably on for designation of the internationally important sites, as a result of construction work or future site use and suggest measures for avoidance and/or mitigation.
- Identify opportunities to make the most of the contribution of the proposed development to biodiversity in line with the requirements of PPS9 paragraph 14 and would contribute towards the biodiversity duty set out in Sections 40 and 41 of the Natural Environment and Rural Communities Act (NERC) 2006. Merseyside Environmental Advisory Service will be able to provide further information to the applicant as the scheme progresses.
- Identify any invasive species list on Schedule 9 of the Wildlife and Countryside Act 1981 as amended, present on the site or within 7m of the site boundary. The location and extent of any invasive species should be shown on a scaled plan included with the survey report.

There is an over-riding need (set out in the Habitats Regulations, and recognised in paragraph 119 of the National Planning Policy Framework) to manage sustainable development in a way which protects the integrity of nature sites of international importance on the Sefton Coast.

The approach to protection of the nature sites and species which make up

Sefton's ecological networks, and of geodiversity, is based on a hierarchical approach of internationally, nationally and locally designated sites, and other assets of local importance., with the aim of making sure that there is no net loss of Sefton's natural assets. These sites are set out in Figures ER2-2 and ER2-3 below.

#### **Figure ER2-2 Designated nature sites in Sefton**

##### **Internationally important designated nature sites**

- Ribble & Alt Estuaries Ramsar Site
- Mersey Narrows & North Wirral Foreshore proposed Ramsar Site
- Ribble & Alt Estuaries Special Protection Area (SPA)
- Mersey Narrows & North Wirral Foreshore potential Special Protection Area (pSPA)
- Sefton Coast Special Area of Conservation (SAC)

##### **Nationally important designated nature sites**

- Sefton Coast Site of Special Scientific Interest (SSSI)
- Hesketh Golf Links SSSI
- Mersey Estuary SSSI
- Ribble Estuary SSSI and National Nature Reserve (NNR)
- Ainsdale Sand Dunes NNR (within Sefton Coast SSSI)
- Cabin Hill NNR (within Sefton Coast SSSI)

##### **Locally important designated nature sites**

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

##### **Locally important designated geological sites**

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

#### **Figure ER2-3 Examples of protected species in Sefton**

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

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

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

The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' encompasses priority habitats and species.

Section 41 of the NERC Act requires the Secretary of State to publish lists of habitats and species of principal importance. The initial (late 1990s) lists were based on the UK Biodiversity Action Plan (UK BAP). A 2007 review saw the list of priority habitats increased from 49 to 65 and the list of priority species rise from under 600 to 1150. Since 2012 responsibility has been focussed at a county level under the '*UK Post-2010 Biodiversity Framework*' (July 2012) - for Sefton with the North Merseyside Biodiversity Group.

Protected species are those which have specific protection under legislation (e.g. badgers, bats).

### **Mitigation and compensation**

Section 2 of the policy deals with mitigation and compensation. Here, indeed throughout this policy, compensation means compensatory provision rather than financial compensation.

It is crucial to this aim of no net loss that appropriate mitigation or compensatory provision is made. This is reflected in section 1 and especially section 2 of the policy. Compensatory provision for internationally important sites must be made prior to the development commencing. For other sites or species, mitigation /compensation can be delivered as part of the development (during the development process).. This compensation may be provided by the applicant directly, or through an organisation which is a land manager locally.

Sefton Council owns or manages a number of sites, including much of the Sefton Coast. Other key partners who own or manage nature sites in Sefton include the Environment Agency (for example at Lunt Meadows washland), the National Trust and Natural England (for example on the Sefton Coast), the Lancashire Wildlife Trust (for example north of Formby), the Canal and Waterways Trust (the Leeds and Liverpool Canal) and Mersey Forest and the Forestry Authority (for example, Town Lane country park). Other landowners and farmers also play a local role in managing land which includes important habitats, principally for farmland birds and pink-footed geese.

Priority should be given to the creation of new habitat including compensatory habitat in Nature Improvement Areas or Strategic Opportunity Areas, such as those identified in the emerging LCR Ecological Framework.

### **Enhancement**

Section 3 of the policy focuses on enhancement of Sefton's natural assets, including restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate. The Council would strongly encourage this, where appropriate and viable. This is in line with the National Planning Policy Framework and

	<p>'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011).</p> <p>The Council will encourage opportunities for habitat enhancement within development sites. These opportunities may be linked, but should be additional to, wider green infrastructure provision set out in Policy GI 'Green infrastructure'. These opportunities range for example from larger scale habitat creation within larger sites including those released from the Green Belt (such as wetland habitat in linked to surface water management (SuDS) or flood risk storage areas) to smaller urban sites (such as 'bat boxes', tree planting).</p> <p>The Council will also encourage other opportunities arising from development to enhance appropriate areas, which may include Nature Improvement Areas [<i>which may be shown on the Policy Map at the Publication Stage of Local Plan preparation</i>], or any Search Areas for Potential Habitat Expansion set out in the emerging LCR Ecological Framework.</p> <p>Additionally, as set out in section 3 (c), there will be opportunities for the Council, together with its partners, to enhance Sefton's nature sites, and with it, the green infrastructure network. This could be through changes to land management practices for green spaces in their control as well as habitat creation involving more substantial interventions. It is anticipated that funding would come from a variety of sources.</p>
<p><b>Relevant Plan Objectives:</b></p>	<p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(13) To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.</p> <p>(14) To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.</p>
<p><b>Relevant Strategic Policy:</b></p>	<p>ER1 Environmental assets CC1 Climate change</p>
<p><b>Links to other policies:</b></p>	<p>ER4 Green infrastructure ER5 The Sefton Coast and development ER7 Landscape Character CC2 Flood risk and surface water management SRB1 The Port and Maritime Zone SRS3 Southport Seafront</p>
<p><b>Policy Context:</b></p>	<ul style="list-style-type: none"> <li>• Habitats Directive, Birds Directive, Habitats etc Regulations 1994 (as amended), Natural Environment and Rural Communities Act (NERC) 2006, and other legislation relating to nature sites and species.</li> <li>• Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011), Defra</li> <li>• National Planning Policy Framework paragraphs 9, 109-119.</li> <li>• Liverpool City Region (LCR) Ecological Framework 2012</li> <li>• Circular 06/2005</li> <li>• North Merseyside Local Wildlife Sites – guidelines for selection (2003?)</li> </ul>

<b>Policy Title:</b>	<b>ER3 Minerals</b>
<b>Policy Text:</b>	<ol style="list-style-type: none"> <li>1. To minimise the need for minerals extraction, the production and use of recycled and secondary aggregates across the Borough will be encouraged. Mineral resources present on development sites will be expected to be extracted for beneficial use prior to development proceeding, unless special circumstances can be demonstrated that justify proceeding without prior extraction.</li>   <li>2. The Port of Liverpool and strategic rail freight links suitable for the movement of aggregate minerals will be safeguarded from inappropriate development. Proposals for non-mineral related development that may threaten the functioning of the wharfage of the Port of Liverpool, transport links or other infrastructure through which minerals are landed, processed (including secondary and recycled aggregate materials) and trans-shipped, will only be permitted where it can be demonstrated that: <ul style="list-style-type: none"> <li>• The mineral deposit or infrastructure is of no commercial interest, and is unlikely to be so in the future; or</li> <li>• There is an overriding case for development taking place;</li> <li>• Equivalent alternative infrastructure capacity exists which is able to meet commercial needs.</li> </ul> </li>   <li>3. Proposals for the exploration, extraction, storage, processing and distribution of minerals, including energy minerals (oil and gas exploration, appraisal and production [including unconventional hydrocarbons] ) and primary, secondary and recycled aggregates, will be permitted if the following criteria are met: <ul style="list-style-type: none"> <li>• There is a demonstrable need and market demand for the mineral;</li> <li>• The proposal would not undermine the greater use of alternative, secondary or recycled materials;</li> <li>• The operations permitted will not have an unacceptable adverse impact on the natural and historic environment, water resources, residential amenity or human health;</li> <li>• The proposed location for the development is the most suitable, taking into account environmental, geological and technical factors;</li> <li>• The mitigation of any negative impacts will be secured;</li> <li>• Where applicable, sensitive and high quality environmental restoration and aftercare of sites will be implemented at the earliest opportunity, to a standard and manner consistent with the proposed end use and the character, setting and landscape of the surrounding area.</li> </ul> </li> </ol>
<b>Explanation:</b>	<p>Minerals are a finite resource and can generally only be worked where they are found. Whilst Sefton does not have any Mineral Safeguarding Areas, other than for port and transport infrastructure, or indeed any aggregate minerals resources that are currently commercially viable or likely to become so in the future, there is the potential for energy mineral exploration and extraction and the Framework is clear that mineral planning authorities should include policies for the extraction of mineral resources.</p>

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

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



New public open space created under section 4 during the Plan period will be accorded the policy protection set out in sections 1 and 3 of the policy, even where it is not shown on the Proposals Map.

**Sefton’s network of paths and cycleways**

Protection, conservation and enhancement

5. Development that would make it difficult to establish or retain a public right of way, or Strategic Path as shown on the Proposals Map, will be permitted where it enhances or implements the route, or where an acceptable alternative route is provided.

**Sites of acknowledged nature conservation or geological importance**

Protection, conservation, mitigation and compensation, and enhancement

6. Development likely to have an impact on sites of acknowledged nature conservation or geological importance should meet the provisions of policy ‘Nature conservation and enhancement’.

**Land for management of surface water and flood risk**

Protection / conservation and enhancement

7. Development on a site which is an adopted Sustainable Drainage System, or is formally designed to manage surface water or flood risk, is acceptable in principle, subject to the provisions of policy ER2 ‘Nature conservation and enhancement’ and other Plan policies being met, where the development proposals:

- a) Do not reduce the ability of the adopted Sustainable Drainage System or the area for surface water or flood risk management to manage the surface water or flood risk, and
- b) Where practicable, enhance the performance of this or other green infrastructure functions, including nature conservation subject to the provision of policy ER2 ‘Nature conservation and enhancement’.

**Trees and landscaping**

Protection / conservation

8. Development is acceptable in principle where:

- a) There is no unacceptable loss of, or damage to, existing trees or woodlands or significant landscaping during or as a result of development;
- b) Trees not to be retained as a result of the development are replaced at a ratio of at least 2:1 within the site.

Enhancement

5. All development proposals should include an appropriate landscape scheme which includes planting, which for new build development should include additional, new, trees which shall be planted at a minimum of:
- a) 2 trees for each new home; or
  - b) For non-residential development, whichever is the greater of:
    - 1 tree for each new parking space; or
    - 1 tree per 150m<sup>2</sup> of gross floorspace

**Note (for information):**

Our approach to urban greenspace needs to change to reflect national planning policy. Much of our public open space (such as parks, playing fields, sports club sites and allotments) will continue to be protected in both urban and rural areas. We will protect fewer amenity green spaces (e.g.

	<p>highway verges). A revised approach to urban school and college sites and care institutions intends to allow more development whilst retaining the key characteristics of the sites as far as possible, and more development on site where this use has ceased. Almost all former private urban greenspaces will now be part of the primarily residential area. <i>More information is set out in Appendix 3, which is provided for information purposes only at this stage.</i></p>
<p><b>Explanation:</b></p>	<p>Green infrastructure is critical to Sefton and the wider Liverpool City Region (LCR) – for sustainable economic prosperity, an attractive environment for businesses, people and nature, for recreation, health and well-being. Green infrastructure reduces air pollution, and air temperatures locally, and helps to reduce and manage flood risk.</p> <div data-bbox="400 667 1378 1547" style="border: 1px solid black; padding: 10px;"> <p><b><u>Figure ER4-1 Green infrastructure functions</u></b>  <i>Green infrastructure functions (or benefits) &amp; ecosystem services include:</i></p> <ul style="list-style-type: none"> <li>• <i>Climate change functions (e.g. regarding temperature and air quality)</i></li> <li>• <i>Flood risk management functions (e.g. storage of surface water or other flood water, infiltration benefits)</i></li> <li>• <i>Quality of life functions (e.g. visual, buffer, image of area)</i></li> <li>• <i>Economic functions (e.g. image of area, more investment)</i></li> <li>• <i>Health and well-being functions (e.g. physical activity and mental health and well-being)</i></li> <li>• <i>Tourism functions (e.g. contribution of site to Sefton’s tourism attractions)</i></li> <li>• <i>Cultural benefits (e.g. contribution to heritage, or a venue for community events, environmental education)</i></li> <li>• <i>Recreation benefits (e.g. informal or formal recreation, active sports, allotments)</i></li> <li>• <i>Nature conservation benefits (e.g. habitats and species)</i></li> <li>• <i>Food production benefits (e.g. allotments and community orchards or gardens).</i></li> </ul> <p>The National Planning Policy Framework defines green infrastructure as “A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”. The Framework further refers to ecosystem services – “the benefits people obtain from ecosystems, such as, food, water, flood and disease control and recreation.</p> </div> <p>The network of multi-functional green or open spaces provide multiple benefits and functions for those who live, work, invest in, spend their leisure time or visit Sefton, as set out in Figure ER4-1 . Typically, the same site will have a number of green infrastructure functions, (or benefits) Through this policy the Council is seeking to enhance the number or performance of green infrastructure functions for its sites.</p> <p>The key components of Sefton’s green infrastructure network are:</p> <ul style="list-style-type: none"> <li>• The Sefton Coast,</li> <li>• Public open space,</li> <li>• Sefton’s network of paths and cycleways,</li> <li>• Designated nature sites and ecological networks ,</li> <li>• Adopted Sustainable Drainage Systems (SuDS) and land formally</li> </ul>

- designed to manage surface water and flood risk,
- Trees, including their landscaping context.

These components of Sefton's green infrastructure network are important environmental assets for Sefton, and help to shape its character, local distinctiveness and sense of community and identity.

### **The Sefton Coast**

The Sefton Coast is a major component of Sefton's green infrastructure network and outstanding natural environment which helps to define Sefton. This is set out in more detail in policy 'The Sefton Coast and development' and its explanation, whose provisions should be met.

### **Public open space**

The Framework stresses the need to protect open space (especially paragraph 74), defined as "All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity." [sic]

The Council considers that open space of public value – public open space – comprises:

- Public parks (including local parks), play areas, countryside /coastal parks (within the Green Belt) and Blundellsands Key Park, water spaces such as the canal, and Crosby and Southport Marine Lakes
- Public playing fields, pitches and outdoor sports sites
- Club pitches and outdoor sports sites, and the Pay and play' golf courses at Bootle and Southport,
- Public nature sites (e.g. Copy Farm Wildlife area).
- Allotments
- Amenity spaces
- Churchyards and cemeteries. '
- 

*[Designated public open spaces will be shown on the Policy Map at the Publication Stage of Local Plan preparation].*

Such public open space provides recreation, benefits including exercise through active sports, walking, cycling and use of play facilities, and mental health and well-being benefits of seeing or experiencing green space, trees and 'nature.' It may also have other green infrastructure benefits (such as nature benefits and surface water storage) and in such cases the provisions of other relevant Plan policies should be met.

Some of Sefton's public open space is also important to the Borough's heritage. For example, Botanic Gardens (Churchtown), and Derby Park in Bootle are registered on the national list of Parks and Gardens of Special Historic Interest. Other parks are within Conservation Areas or contain or provide the setting for Listed Buildings (for example, Potters Barn and park, Waterloo.

The standards for public open space provision, set out in Figure ER4-2 below, are based on the Green Space Strategy 2008. *[The quality standards are based on existing provision levels. The provision figures will need early revision due to the new approach to public open space set out in this policy. The accessibility deficiency areas for both parks and accessible nature*

*spaces will also need early review].*

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

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

**Quantity:**

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

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

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

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

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

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

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

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

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

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

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

#### **Sefton's network of paths and cycleways**

The Framework stresses the importance of rights of way and access (para 75), a coastal footpath for England (para 107). Sefton's network of rights of way, paths, cycle routes and Strategic Paths are important for their value as recreation and general transport routes – for example providing traffic-free or less heavily trafficked routes from homes to jobs, schools or other facilities. They are also key linkage between the urban and rural areas within and around Sefton, including coast and countryside parks and other public open space. As well as paths for walkers, cyclists and those with limited mobility, there are a number of bridleways in Sefton.

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

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

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

*Stage of Local Plan preparation].*

**Sites of acknowledged nature conservation or geological importance**

These form an important part of Sefton's green infrastructure. This is set out in more detail in policy 'Nature conservation and enhancement' and its explanation, whose provisions should be met. This is in line with paragraphs 106 -199 of the National Planning Policy Framework.

**Adopted Sustainable Drainage Systems and land formally designed to manage surface water and flood risk**

Policy CC2 'Flood risk and surface water management' sets out the importance this in Sefton. Paragraph 100 of the National Planning Policy Framework refers to the need for policies to 'safeguard land from development that is required for current and future flood management'. Paragraph 99 says that green infrastructure can help manage the risks to development in vulnerable areas, such as flood risk, posed by climate change. Sustainable surface water drainage systems (SuDS) may also have other green infrastructure functions, for example providing wetland habitat for nature.

The Flood & Water Management Act 2010 includes provisions (not yet implemented) which in effect require Councils to approve SuDS schemes which meet national and local requirements, and to adopt such approved schemes once completed.

Such adopted SuDS schemes, together with any other areas which are formally designed to manage surface water or flood risk (such as SuDS schemes which are completed before the provisions of the Act are implemented) should be protected from development which would harm these flood risk management functions.

**Trees and landscaping**

Trees, and other significant landscaping, can provide almost all of the green infrastructure functions set out in Figure ER4-1 above, for example visual appeal and image, quality and character of the local area, reducing air temperatures locally and providing shade or shelter, trapping air pollutants, and mental health and well-being benefits. While tree cover in Sefton is generally relatively low, street trees and other urban trees are very important, because of these benefits.

It is important to protect existing trees, and for new trees to be planted in new development schemes, as part of a wider landscaping and planting scheme. Tree survey information should be provided as part of any planning application. Loss of existing trees and significant landscaping on development sites should be avoided where possible. Loss of trees which are subject to Tree Preservation Orders will be acceptable only if it is demonstrated that there are no practical alternative solutions to the scale and layout of development. Ancient Woodland are important nature assets, and so the provisions of policy 'Nature conservation and enhancement' apply.

**Other**

More generally, development proposals within or on the edge of the rural

	<p>area, including those for informal countryside recreation, paths or recreation and sports uses, should not cause no significant harm to the tranquillity or quiet enjoyment of the rural area, or to ambient night time light levels, as set out in policy PEP1 'Pollution and Hazards'. These are particularly important in Sefton's more remote rural areas, in some landscape character areas and in relation to sites or species of, where the provisions of policies 'Landscape Character' and 'Nature conservation and enhancement', respectively, should be met.</p> <p>The Council, its partner organisations and others have a role in promoting, developing, managing or enhancing green infrastructure in Sefton. These include The Mersey Forest, the Environment Agency, Natural England, the LCR Local Nature Partnership, Parish Councils and the Lancashire Wildlife Trust and in some cases developers.</p>
<b>Relevant Plan Objectives:</b>	<p>(2) To protect and enhance Sefton's important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(3) To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p>
<b>Relevant Strategic Policy:</b>	<p>ER1 Environmental assets CC1 Climate Change and Carbon Reduction</p>
<b>Links to other policies:</b>	<p>ER5 The Sefton Coast and development CC2 Flood risk and surface water management ER2 Nature conservation and enhancement ER6 Heritage assets SRS3 Southport Seafront PH1 Health and Wellbeing</p>
<b>Policy Context:</b>	<ul style="list-style-type: none"> <li>• National Planning Policy Framework</li> <li>• Emerging LCR Green infrastructure Framework</li> <li>• Emerging LCR Ecological Framework</li> </ul>

<b>Policy Title:</b>	<b>ER5 The Sefton Coast and development</b>
<b>Policy Text:</b>	<p>1. The Sefton Coast is a key component of the green infrastructure of Sefton and the City Region with a range of benefits and functions including its international importance for nature, economy and tourism, recreation and leisure, and quality of life. Development proposals and other initiatives should help protect, enhance and extend where appropriate this green infrastructure.</p> <p>Appropriate provision for mitigation or compensation should be made to make sure that development does not have an adverse effect on internationally important nature sites. Development which may have an adverse effect on internationally important nature sites will only be permitted where it can be demonstrated that there are both no alternatives and imperative reasons of overriding public interest</p> <p>2. Adjacent to the developed coast the following uses are acceptable in principle, subject to the provisions of sections 3 and 4:</p> <ul style="list-style-type: none"> <li>a) Port-related uses within the Port and Maritime Zone, in line with the provisions of policy SRB1 'Port and Maritime Zone';</li> <li>b) Leisure and tourism and other appropriate uses within Southport Seafront, in line with the provisions of policy SRS3 'Southport Seafront';</li> <li>c) Within Crosby Coastal Park : <ul style="list-style-type: none"> <li>i. Outdoor recreation, leisure and tourism uses;</li> <li>ii. Re-use of existing buildings, and south of Hall Road small-scale new built facilities, for uses linked to outdoor recreation, water-based recreation on the Marina or tourism facilities, including visitor centres and facilities for exhibitions; and.</li> <li>iii. Proposals for new habitat creation or enhancement, which are appropriate to the location.</li> </ul> </li> </ul> <p>3. In and adjacent to the undeveloped coast the following uses are acceptable in principle, subject to the provisions of sections 3 and 4:</p> <ul style="list-style-type: none"> <li>a) Development linked to the management of the natural areas and landscape features of the undeveloped coast, including management of informal recreation;</li> <li>b) Development required for coastal defence; or</li> <li>c) Development comprising landfill facilities for off-shore installations.</li> </ul> <p>4. Subject to the provisions of sections 1, 2 and 3 above, development will be permitted where it is demonstrated that the proposals:</p> <ul style="list-style-type: none"> <li>a) Will not increase the risk of tidal flooding or coastal erosion through their impact on coastal processes;</li> <li>b) Will not impair the capacity of the coast to form a natural sea defence or adjust to changes in conditions without risk to life or property;</li> <li>c) Will not harm natural assets of the Sefton Coast, including nature and geological interest, landscape, the quantity and quality of the dune aquifer and bathing water quality;</li> <li>d) Will not adversely affect the integrity of sites of international nature conservation importance and meets the requirements set out in policy ER2 'Nature conservation and enhancement';</li> </ul>



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



**Explanation:**

**The importance of the Sefton Coast**

The Sefton Coast is a major component of Sefton's green infrastructure network and outstanding natural environment which helps to make the Borough distinctive and which is valued by local residents and visitors alike. The 22 miles of the Sefton Coast help define Sefton. As well as its landscapes and internationally important nature sites, the Coast has played a significant role in the economic development of Sefton and the growth of its settlements.

The Sefton Coast is critical for sustainable economic prosperity, as it contributes to the conditions for economic and tourism growth, economic security and to the presence of the Port. The attractiveness of the environment is in part what determines where firms choose to locate, and where the workforce and others choose to live. People with good access to green infrastructure also tend to be healthier and more productive. The Sefton Coast provides accessible areas for relaxation, recreation, walking and cycling, which further helps improve health and well-being.

**Development on the Sefton Coast**

Sections 2 and 3 of the policy seek appropriate, sustainable development on the Sefton Coast, in line with the existing character, functions and benefits (including the economy) of different parts of the Coast.

*[The Port and Maritime Zone and Southport Seafront will be shown on the Policy Map at the Publication Stage of Local Plan preparation].*

The Council recognises the importance of the developed coast especially for recreation, and the economy of Sefton, notably for leisure and tourism, low carbon including off-shore initiatives, and the Port. The developed coast means the mainly built-up areas adjacent to man-made sea defences at the Port, Crosby Coastal Park south of Hall Road and Southport Seafront. The Port is of strategic economic importance, while Southport Seafront has a strategic leisure and tourism role. Crosby Coastal Park is also important for recreation, leisure and tourism.

The Council recognises the importance of the undeveloped coast, especially for nature, coastal protection, informal recreation including walking, cycling, bird-watching and nature study, and golf. The undeveloped coast means the mostly open and undeveloped areas which form part of natural sea defences or are adjacent to them, and the area just north of Southport Pier. Almost all of this area lies within the Green Belt. The undeveloped coast is the area from north of Hall Road, Crosby to the Weld Road roundabout, Southport, and the area north of the Pier. The main aim of the policy in the undeveloped coast is to protect, and where appropriate enhance, its natural assets.

*Crosby Coastal Park*

Crosby Coastal Park stretches for several kilometres between the Port and Hightown. It its public open space and much is a Local Wildlife Site. The Coastal Park is characterised by its vast, open aspect of grassland, bordered to the coast by natural sand-dunes, most of which is a Local Wildlife Site. It also includes other distinctive features such as Crosby Marine Lake and associated watersports activities, and the formal gardens

which lie within Waterloo Conservation Area.

Since the 2000s Crosby Coastal Park has become more important for recreation and leisure, due in part to its accessible location at the northern end of the greater Liverpool conurbation and recent investment in the Iron Men, Antony Gormley's 'Another Place' sculptures, Crosby Watersports and Activity Centre, the play area next to it, in the historic seafront gardens and strategic cycling and path links. The Council supports the consolidation of this role, linked to any future development of a cultural quarter around South Road and Waterloo centre.

Section 2 (c) of this policy seeks to secure high quality development which will enhance Crosby Coastal Park and its recreation, leisure, tourism and nature functions, whilst protecting and where appropriate enhancing its natural assets.

### **Natural assets of the Sefton Coast**

The need to protect the integrity of the international importance of the nature sites along the Sefton Coast is critical. The provisions of Policy ER2 'Nature conservation and enhancement' must be met.

It is important that development – whether at or next to the coast or more distant from it- does not adversely affect the capacity of the coast to form a natural sea defence or adjust to changes in conditions.

It is also important to protect, and where appropriate enhance, bathing water quality and the quantity and quality of the dune aquifer (although some factors affecting water quality such as agricultural practices are beyond the control of the planning process). This applies to development at or next to the coast and may apply to more development more distant from it.

An important factor affecting bathing water is the quality of watercourses, or surface water run-off, which flows into the sea. The provisions of Policy CC2 'Flood risk and water quality' are also important. Ainsdale, Formby and Southport are formally designated as bathing beaches and as such are subject to rigorous water quality checks and regulations. Water quality will also affect the internationally important nature sites along the Sefton Coast and beyond.

The self-contained aquifer within the dunes discharges eastwards into the peat moss and westwards to the intertidal area and the Irish Sea. This dune aquifer is crucial to the ecology of the dunes and surrounding areas, affecting both habitat and species. Also it is an important source of water for several golf courses in the area.

Part 9 of the Marine and Coastal Access Act 2009 seeks to establish a footpath (for informal recreation) around the whole of the English coast, as set out in paragraph 107 of the National Planning Policy Framework. Sefton Council remains committed to the retention of the Sefton Coast Path. Sefton Council considers that where appropriate, subject to nature conservation and other constraints, the Path should be provided for cyclists as well as recreational walkers. Development should protect, and where appropriate help implement, the Coast Path *[which is due to be shown on*

	<p><i>the Policy Map at the Publication Stage of Local Plan preparation].</i></p> <p><b>Coastal Change</b>  The natural processes affecting the coast, and especially the undeveloped coast, mean that parts of the Sefton Coast are subject to coastal change.</p> <p><i>[The Coastal Change Management Area will be shown on the Policy Map at the Publication Stage of Local Plan preparation. The Sefton Coastal Change Management Area is shown on the attached map for information].</i></p> <p>Climate change and rising sea levels are likely to increase coastal change, and hence the importance of Sefton’s natural sea defences. Paragraphs 106 to 108 of the National Planning Policy Framework deal specifically with management of coastal change.</p> <p>In some areas the Sefton Coast is accreting, and this change is considered to be broadly positive. For example north of Southport Pier the coastal salt-marsh is extending seawards, and currently this has the effect of increasing coast defences landwards of this.</p> <p>In other areas the undeveloped coast is vulnerable, to coastal change and specifically erosion. For example, the natural coast is vulnerable to erosion from south of Hightown and Altmouth northwards via Formby Point to the Ainsdale area. This is reflected by the Shoreline Management Plan policy approach here, which is for ‘managed re-alignment’. For the rest of Sefton’s coastline, including the accreting salt-marsh north of Southport Pier, the Shoreline Management Plan policy is to ‘hold the line’.</p> <p>Section 5 of the policy sets out the additional requirements for development in Sefton’s Coastal Change Management Areas, in line with the National Planning Policy Framework. In section 2(a) infrastructure includes sewers, rail lines and building access.</p>
<p><b>Relevant Plan Objectives:</b></p>	<p>(1) To support urban regeneration and priorities for investment in Sefton</p> <p>(3) To protect and enhance Sefton’s important natural environment and where possible create new environmental assets which are well connected to existing assets.</p> <p>(4) To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton’s carbon footprint.</p> <p>(6) To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>(8) To enable people living in Sefton to live a healthy life, with access to leisure opportunities and in safe environments.</p> <p>(12) To promote economic growth and jobs creation, a wider based economy in terms of job type, skills and the local labour supply, and support new and existing businesses.</p> <p>(13) To maximise the value of the Port to the local economy and jobs, while making sure that the impact on the environment and local communities is mitigated.</p> <p>(14) To work with our neighbours and partners to make sure Sefton contributes to, and benefits from, its place within the Liverpool City Region.</p>
<p><b>Relevant Strategic Policy:</b></p>	<p>CC1 Climate change,  ER1 Environmental assets</p>
<p><b>Links to other policies:</b></p>	<p>ER2 Nature conservation and enhancement and geology  ER7 Landscape Character</p>

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

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

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



assessment should be. The statement should as a minimum explain the heritage significance of the site and how this has been taken into account in the design of the proposals.

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

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

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

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

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

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

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

### **Listed Buildings**

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

### **Conservation Areas**

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

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

Conservation Area appraisals and management policies (where available), define the individual characteristics which contribute to the character of the conservation areas and identify opportunities for enhancement. Proposals for alterations to features within the conservation area should be consistent with the advice in the appraisal and any management policies and take opportunities to enhance the area.

### **Registered Historic Parks and Gardens**

Registered Parks and Gardens should be conserved and retained for their intrinsic value and the benefit of users. Their historic qualities give the parks an added dimension to their use and enjoyment by visitors and also confer economic benefits. Four of Sefton's 5 Register Parks and Gardens are Grade II and are Victorian in origin. Ince Blundell Hall estate is Grade II\* and incorporates a number of highly graded listed buildings.

### **Scheduled Ancient Monuments and archaeology**

Sefton contains archaeological sites which hold evidence of the area's history of occupation and agriculture spanning thousands of years.

Some archaeological sites of national importance benefit from statutory designation as "Scheduled Ancient Monuments". Works to these sites or activities carried out in their vicinity will usually require a special consent from the Secretary of State. Sefton has a comparatively high number of Scheduled Ancient Monuments in comparison to neighbouring authorities that of 13, all being of Medieval in origin, predominately of cross bases with the exception of three moated sites and a domestic chapel and burial ground.

Sefton's Scheduled Ancient Monuments all include above ground remains or landforms. They are therefore vulnerable to decay and damage. Development should not impact on them and they should be preserved in situ.

Information about Sefton's sites with archaeological interest is held within the Historic Environment Record (HER). This is updated with information as and when new sites are discovered. Where proposed development is on previously undeveloped land or is believed to have potential to affect a historic asset of archaeological value applicants should check the HER when a site is considered for development, in order to discover if archaeological assets are present.

If a site is highlighted as known or suspected to contain archaeological assets, a proportionate amount of information should accompany applications. Desktop assessments will be required as a minimum. Preliminary fieldwork may also be required. The information which supports the development proposals should be sufficient to describe the likely impacts on the archaeological asset, explain what measures to minimise any impacts have been taken and describe any proposed mitigation measures.

Where an archaeological site is of a national level of importance it subject to the same protections as if it were designated.

### **Undesignated Heritage Assets**

Some historic buildings, areas, parks, site or structures or other features of

	<p>historic, heritage or cultural value fall short of the quality required for national designations. Though not statutorily protected, their local heritage 'value' is a material consideration when determining planning applications. The value of non-designated heritage varies, and those which have a greater level of historic interest and value to the community will be afforded greater protections.</p> <p>Non-designated assets which will be affected by development proposals should be identified early in the planning process. Pre-application discussions are advised where the application may have local heritage implications.</p> <p>Where appropriate, the local planning authority will create a list of locally designated heritage assets in accordance with best practice guidelines. Additional measures such as 'Article 4 Directions' or legal agreements may be used to give additional protection, where appropriate.</p>
<p><b>Relevant Plan Objectives:</b></p>	<p>To ensure that development is designed to a high quality, respects local character and historic assets and minimizes impact on its surroundings</p> <p>To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of [place</p> <p>To manage the effects of climate change, to encourage best use of resources and assets, land and buildings, and to reduce Sefton's carbon footprint.</p>
<p><b>Relevant Strategic Policy:</b></p>	<p>ER1 Environmental Assets P1 People and Places</p>
<p><b>Links to other policies:</b></p>	<p>PD1 Design, PD2 Sites of school and colleges and care institutions in the urban area, CC4 Making the best use of resources, ER4 Green infrastructure, ER7 Landscape Character,</p>
<p><b>Policy Context:</b> e.g. NPPF paragraph; gov guidance; Council/partner plans</p>	<p>NPPF Chapter 12 PPS 5 Practice Guide</p> <p>English Heritage Publications</p>

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

Crosby and Thornton, Lydiate Hall, Melling Rocks and Melling House.

In this policy, and in strategic policy, ER1 'Environmental Assets', 'landscape' refers to the rural landscape including that of Sefton's villages, and includes historic landscape aspects. The landscape (townscape) of Sefton's larger settlements is covered by the 'Design' and related policies.

Section 1 of the policy aims to protect, enhance or restore, where appropriate, landscape character as a result of development. Development should not harm the significant characteristics of the particular landscape. A proportionate approach will be taken depending on the qualities and value of the affected landscape. It should be noted that as almost all of Sefton's rural landscapes are within the Green Belt, the principle of development will generally be set out in the other Local Plan policies, notably Policy PD3 'Development in the Green Belt'.

The need for protection will generally increase with the rarity of the landscape locally and in some cases regionally, the quality of the site in terms of its landscape character, and historical importance. Where viable and appropriate, landscape character should be enhanced. There may be need for greater enhancements where the site or the wider landscape is degraded, for example on a previously-developed site, close to major route corridors (such as the M57) or within areas which were formerly landfill sites such as the Rimrose Valley or Sefton Meadows.

The relative tranquillity and relative absence of light pollution is an important part of the character of some of Sefton's landscapes area is an important part of their character, and this should be born in mind when applying policy PEP1 'Pollution and Hazards'. There is a balance between the new tree planting (in terms of policy ER4 'Green infrastructure') and the character of Sefton's landscapes.

Section 2 of the policy focuses on the specific issues at the urban/ rural edge. The policies PD1 'Design' and ER4 'Green infrastructure' are also particularly relevant.

While Green Belt policy in effect limits the amount of development in the countryside and Sefton's smaller villages; development, and the amount and location of tree planting in these areas can affect landscape character. Development on sites at the edge of the built up area (whether inside or outside it), including at the edges of housing and employment sites released from the Green Belt, can have a significant impact on landscape character. It is particularly important that development and the amount and design of tree planting on such sites makes the most of opportunities to reflect and reinforce local landscape character including historic landscape values.

The distinctive features of Sefton's landscape and its qualities include:

- Topography, landforms and geology
- Coastal foreshore, dunes, pinewoods and coastal parks

	<ul style="list-style-type: none"> <li>• Patterns of dispersed, or nucleated settlement including relationships between farmsteads</li> <li>• Field patterns and remnants of previous land management regimes</li> <li>• Boundary treatments including field boundaries</li> <li>• Character of drains, ditches, ponds and waterways and their relationship to boundaries, trees or other features</li> <li>• Regular and irregular patterns and species of woodlands, plantations, trees and hedgerows</li> <li>• Distant and open views, tranquillity and remoteness</li> <li>• Character and networks of country lanes</li> <li>• Heathland, wetland or agricultural character</li> <li>• Building materials</li> <li>• Local patterns of ecology and habitats</li> <li>• Leisure and recreational uses</li> <li>• Historic earthworks, buried and built features <ul style="list-style-type: none"> <li>• Historic and cultural connections</li> </ul> </li> </ul> <p><i>[The above may go into an SPD, as now]</i></p>	
<b>Relevant Plan Objectives:</b>	<p>To ensure that development is designed to a high quality, respects local character and historic assets and minimises impact on its surroundings.</p> <p>To protect and enhance the built environment of Sefton, with the emphasis on improving the quality of place.</p>	
<b>Relevant Strategic Policy:</b>	<p>ER1 Environmental Assets P1 People and Places</p>	
<b>Links to other policies:</b>	<p>PD1 Design PD3 Development in the Green Belt ER2 Nature conservation and enhancement and geology ER4 Green infrastructure ER6 Heritage Assets PEP1 Pollution and Hazards</p>	
<b>Policy Context:</b>	<p>National Planning Policy Framework EU Directive on Landscape</p>	

## Chapter 10. Climate change and carbon reduction

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

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

### **Explanation**

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

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

*(UKCIP 2009)*

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

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

#### **Flood risk and water quality**

Flood risk from all sources and its management is a important local issue; especially surface water flood risk, which in any given year has a 1 in 100 chance (1%) of potentially affecting 30% of properties in Sefton. *(Sefton SWMP, GL's SWMP presentation)*

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

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

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

### Coastal Change

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

- Policy ER5 'The Sefton Coast and development'

### Transport and accessibility

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

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

### Energy

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

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

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

### Careful use of resources (including water) and sites

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

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

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

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



## Waste

European legislation, government targets, increased waste generation, the need for improved environmental protection and rising public expectations all drive the need for rapid changes in our approach to managing waste. In particular, the Liverpool City Region (Merseyside and Halton) needs to reduce its reliance on landfill by providing alternative facilities for recycling, reprocessing, treatment and disposal. The joint Waste Local Plan for the Liverpool City Region (LCR) promotes sustainable waste management for all waste streams across the six LCR districts.

- Policy CC5 'Waste.'

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

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

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

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

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

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

## Temperature extremes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

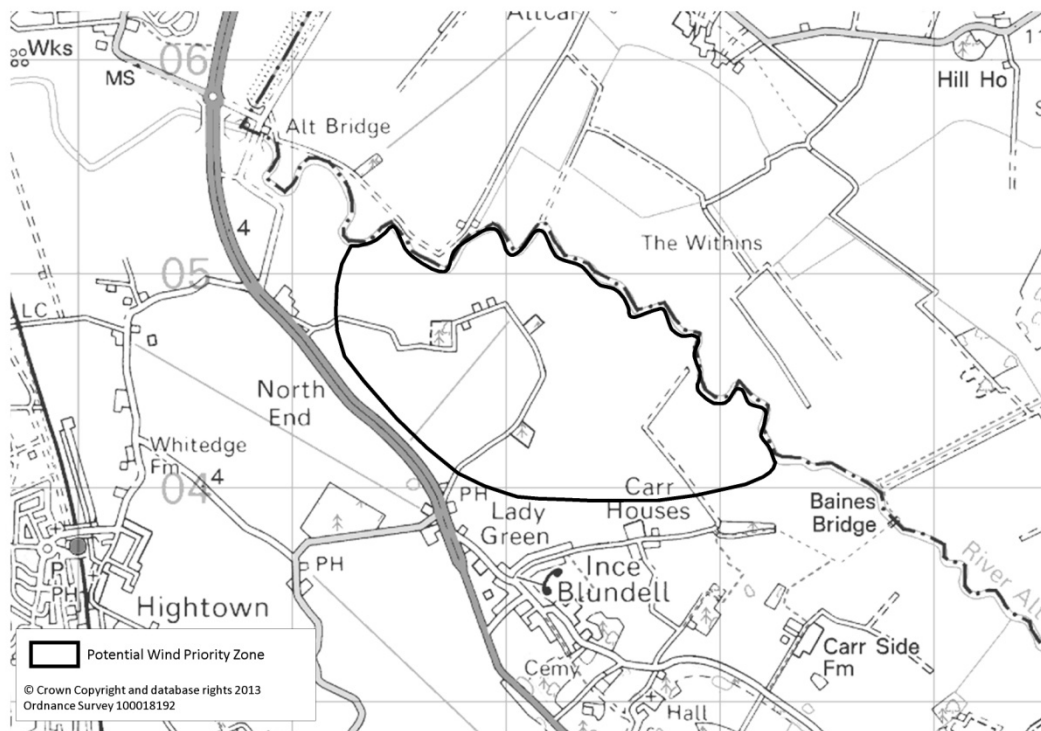
- Redeveloping older industrial sites near to watercourses (e.g.

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

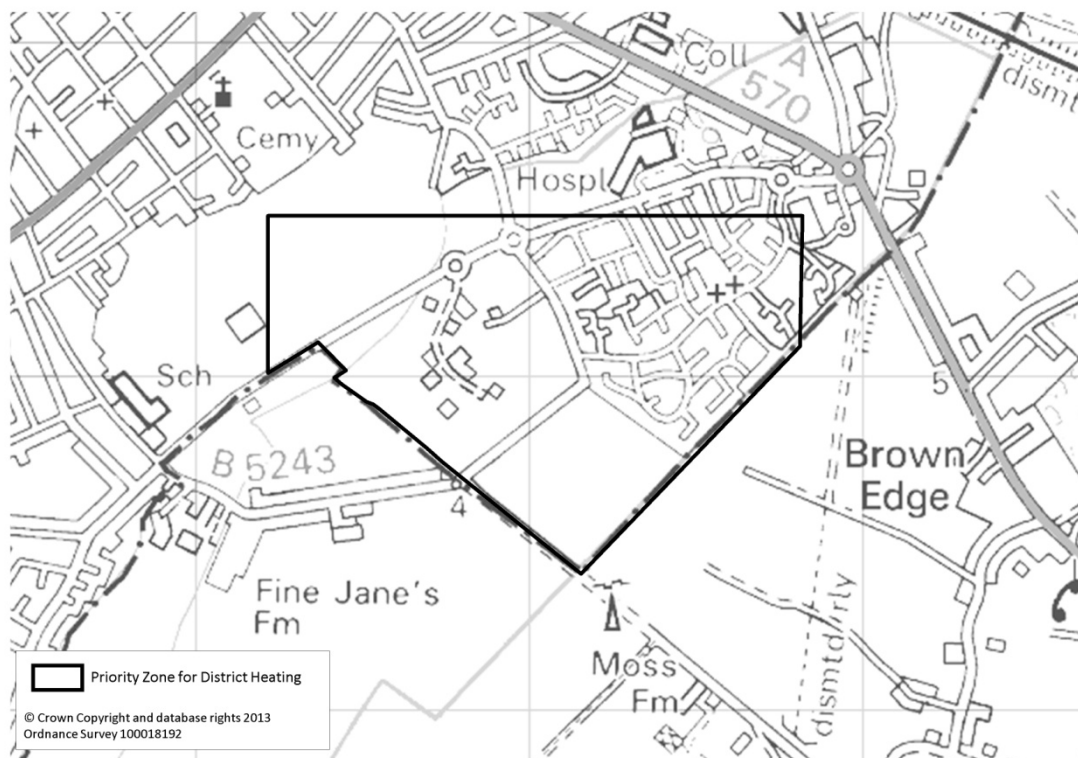
<b>Policy Title:</b>	<b>CC3 Energy and carbon reduction</b>
<b>Policy Text:</b>	<p data-bbox="395 266 906 295"><u>Energy efficient and low carbon design</u></p> <ol data-bbox="419 302 1407 1171" style="list-style-type: none"> <li data-bbox="419 302 1407 633">1. The design of development should achieve reductions in greenhouse gas emissions through: <ol data-bbox="539 365 1407 633" style="list-style-type: none"> <li data-bbox="539 365 1407 432">a) Making the most of natural solar gain through site and building layout and design;</li> <li data-bbox="539 439 1407 468">b) Energy efficiency measures;</li> <li data-bbox="539 474 1407 542">c) Use of low carbon, decentralised and renewable energy, including micro-generation, where practicable; <i>and</i></li> <li data-bbox="539 548 1407 633">d) Provision of infrastructure for low emissions vehicles, where practicable or where the development is within the scope of an approved or committed Council or partner programme.</li> </ol> </li> <li data-bbox="419 672 1407 801">2. Development should meet national standards for energy efficiency or any future locally-determined standards. Extensions will be permitted where the energy efficiency of both the proposed extension and of the existing home meets these standards.</li> <li data-bbox="419 840 1407 969">3. Larger housing development schemes and major non-residential development should incorporate renewable energy measures to provide at least 10% of the predicted energy requirement from on-site or decentralised renewable energy sources.</li> <li data-bbox="419 1008 1407 1171">4. Where it is not viable for development to meet these energy standards and targets set out in sections 2 to 4 above, applicants should consider compensatory provision, including financial contributions, within the context of the Government's emerging 'Allowable Solutions' framework or the Council's approved energy strategies.</li> </ol> <p data-bbox="395 1209 1225 1238"><u>Low carbon, renewable and decentralised energy Infrastructure</u></p> <ol data-bbox="419 1245 1407 2029" style="list-style-type: none"> <li data-bbox="419 1245 1407 1408">5. Development in appropriate locations for large scale grid-connected renewable energy infrastructure and equipment, and for decentralised, renewable and low carbon energy schemes, will be permitted where they do not result in unacceptable harm to the local environment which cannot be mitigated successfully. <p data-bbox="491 1447 1407 1507" style="margin-left: 40px;">This includes the area of search for wind energy at Ince Blundell and the priority zone for district heating at Kew, Southport.</p> <p data-bbox="491 1545 1407 1641" style="margin-left: 40px;">Proposals within the Green Belt will need to demonstrate that the wider benefits of the development outweigh the potential harm to the Green Belt.</p> <p data-bbox="491 1680 1407 1877" style="margin-left: 40px;">Appropriate provision for mitigation or compensation should be made to make sure that proposals do not have an adverse effect on internationally important nature sites. Development which may have an adverse effect on internationally important nature sites will only be permitted where it can be demonstrated that there are both no alternatives and imperative reasons of overriding public interest.</p> </li> <li data-bbox="419 1915 1407 2029">6. New-build development proposals (excluding extensions) should use available local opportunities for decentralised or district heating. Such development proposals in an area which could be served by an existing or committed decentralised or district heat network should:</li> </ol>

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

## Proposed area of search for wind energy at Ince Blundell



## Proposed priority zone for district heating



**Explanation**  
:

This Energy and carbon reduction policy reflects the Council's on-going commitment to reducing carbon emissions in Sefton, increasing the use of sustainable energy, increasing energy efficiency in new and existing buildings, and reducing fuel poverty.

Sefton has a good track record of achieving this, for example:

- Reducing its own carbon emissions and energy use (Carbon Management Plan),
- £14m REECH programme of energy efficiency measures in existing homes in Sefton and across the Liverpool City Region,
- Achieving the 30% reduction target for energy use in local authority housing between 1996 and 2011 (set out in Sefton's first Home Energy Conservation Act (HECA) Plan,
- Implementing the 2006 Unitary Development Plan policy DQ2 'Renewable Energy in development' which required major non-residential development to provide the capacity for 10% of its energy use from on-site renewable sources.

Energy efficient and low carbon design

In section 1 of the policy, the requirement to provide infrastructure for low emissions vehicles links to paragraph 35 of the NPPF, which says that, where practical, development should incorporate facilities for charging plug-in and other ultra-low emission vehicles, where practicable or where the development is within the scope of an approved or committed Council or partner programme.

Section 2 of the policy seeks the highest practicable energy efficiency standards. The Government has stated its intention to raise the standards set out in Part L of the Building Regulations over time, in line with the higher levels of the Code for Sustainable Homes or/BREAAM levels (although these are currently under review). The Building Regulations are the appropriate standard for section 2 of the policy until other national or local standards are in place, in which case the latter will take precedence. The Council would positively encourage developments which achieve greater energy efficiency standards.

In the policy, including section 4, viable means appropriate, technically feasible and financially viable. In assessing whether a scheme is viable, wider considerations than carbon reduction, cost and fuel security may apply. For example, the likely impact on heritage assets including Listed Buildings and Conservation Areas or other environmental assets may be important.

Section 2 of the policy also seeks to improve the energy efficiency of existing buildings, linked to proposals for extensions or additional floor space for existing homes and other properties. This is in line with paragraph 95 of the National Planning Policy Framework which promotes active support for energy efficiency improvements to existing buildings. *[May produce an SPD]*

Section 3 also seeks to retain the Sefton's commitment to seeking provision of on-site renewable energy for major non-residential development, as part of the overall approach to energy use and efficiency. Major non-residential



development means new build development with a gross floorspace of 1,000 sq m or more. Section 3 also extends this commitment to larger housing schemes. These are schemes of 50 or more new build homes or conversions which create 50 or more new homes.

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

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

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

#### Low carbon, renewable and decentralised energy Infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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