



Sefton

Unitary Development Plan

Adopted June 2006

Sefton Unitary Development Plan 2006

About the Plan

What is the Sefton Unitary Development Plan?

Every local authority has a duty to prepare a development plan for its area. For Sefton this was in the form of a unitary development plan (UDP) up until 2004. Since then all authorities are required to prepare a Local Development Framework (LDF). However as the Sefton UDP was at an advanced stage, we have been able to complete it. The policies in the UDP will be 'saved' for 3 years from its adoption in June 2006, during which time they will gradually be replaced by other documents in the Local Development Framework. You can follow progress on the Local Development Framework by visiting our website at www.sefton.gov.uk/ldf

What is the Plan used for?

The Plan looks ahead for a period of about 15 years and sets out the Council's policies and proposals for how land should be used and developed. It has a number of functions:

- it helps to co-ordinate new development with the infrastructure it requires
- it provides a framework for regeneration
- it helps create certainty both for developers and the local community about what kind of development will be allowed where
- it sets out the considerations which influence planning decisions

When was the Plan produced?

Stage	When	Notes
Start Plan preparing	Spring 1998	Consultation with organisations and members of the public on 'key issues'.
First Draft Deposit	July 2002	Plan was available for comment for a six week period.
Revised Draft Deposit	April 2003	Plan revised to take account of comments received at previous stage.
Local Public Inquiry	May-September 2004	A Public Inquiry was held into objections which had not been resolved.
Modifications to Plan	June 2005	Further changes made to the Plan mainly as a result of the Inspector's recommendations.

How do I find my way around the Plan?

The Plan consists of 2 main parts – the written statement and the Proposals Map. The written statement (this document) consists of 4 sections as shown in figure i.

There is also a Proposals Map. To be understood properly this needs to be read together with the written statement. It does two main things:

- allocates sites for different types of development
- shows areas where particular policies apply.

The map covers the whole Borough in four sheets as shown in figure (ii)

SECTION A

Chapter 1

Aims & Objectives

This chapter sets out the overall purpose of the Plan

Chapter 2

Context

This provides a regional, Merseyside and local context to the development of the strategy of the Plan

Chapter 3

Strategy

This section sets out the core strategy of the Plan in 3 policies (called Core Strategy Policies 1-3)

**Figure i
Structure of the Plan**

SECTION B

Core Strategy 1:

Providing for the Borough's development and infrastructure needs to 2016 in locations where it will do most to assist urban regeneration.

- Chapter 4 Urban Priority Areas
- Chapter 5 Economic Development & Tourism
- Chapter 6 Housing & Neighbourhood Renewal
- Chapter 7 Retail Development
- Chapter 8 Transport Infrastructure
- Chapter 9 Energy, Minerals & Waste

SECTION C

Core Strategy 2:

Restraining development in locations where it would cause harm to the environment or regeneration.

- Chapter 10 Green Belt and Countryside
- Chapter 11 Nature Conservation
- Chapter 12 The Coast
- Chapter 13 Urban Greenspace & Recreation
- Chapter 14 Heritage Conservation

SECTION D

Core Strategy 3:

Sets out the principles to be taken account of in all development proposals.

- Chapter 15 Accessible Development
- Chapter 16 Design & Environmental Quality
- Chapter 17 Environmental Protection
- Chapter 18 Miscellaneous Development

Policies in context

Decisions about a particular development proposal will often require consideration of a number of the Plan's policies. So, policies should not be read in isolation, but in the context of the Plan as a whole. At the end of the explanation to each policy is a section called 'policy links'. This refers to other closely related policies (including some in the Regional Spatial Strategy) which are likely to be relevant.

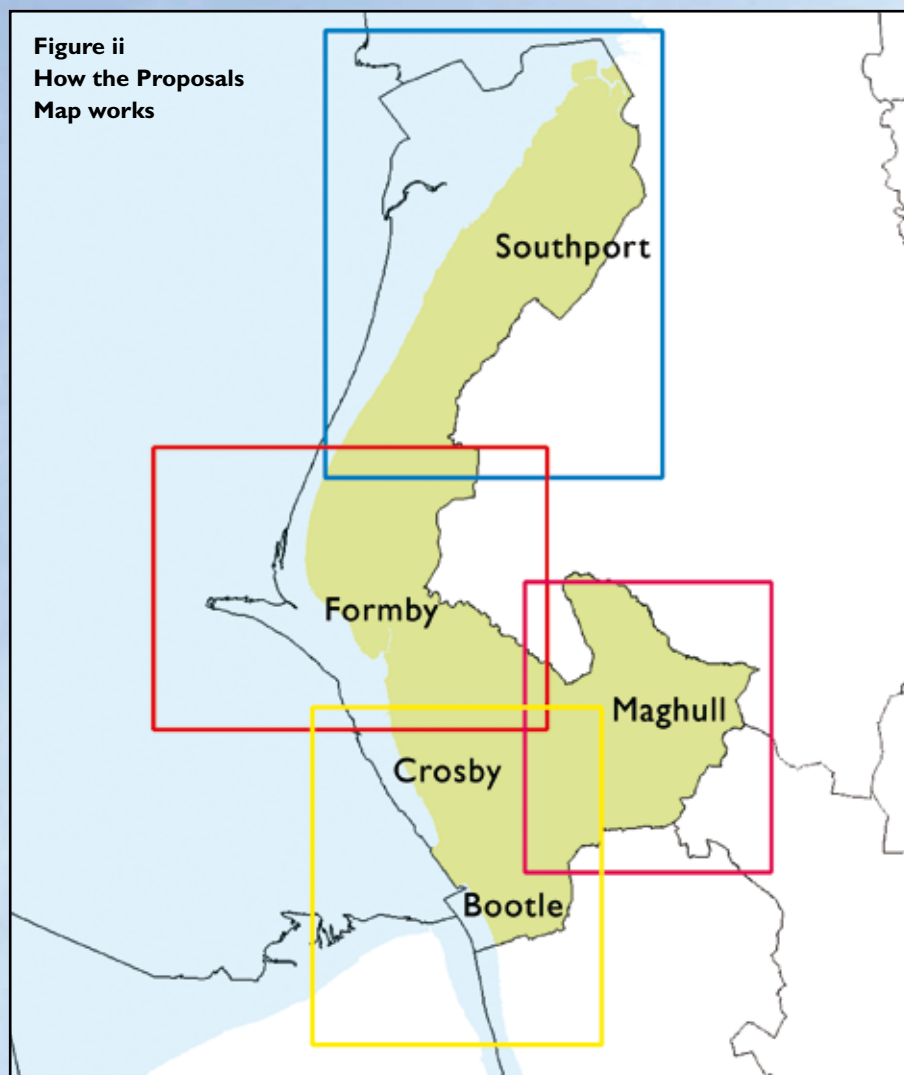
How will the Plan be put into practice?

In a number of different ways – these are set out in a section at the end of each policy called 'Implementation'.

- one key way is through supplementary guidance which explains in greater detail how the policies will be used. Examples include Supplementary Planning Guidance (SPG) Notes on 'Design' and 'New Residential Development'. Appendix 1 provides a list of supplementary guidance which has been produced and further guidance still to be prepared.
- the Plan will also be put into effect through the development control process, when the Council takes account of the policies in the Plan in making decisions on particular types of development.

How will we know if the Plan is working?

- aims and objectives are set out in Chapter 1 (figure 1.1). These say what it is intended that the Plan, together with other plans and strategies, will achieve. The objectives for each chapter are repeated at the front of that chapter:
- the key indicators to be used to measure progress are also set out at the front of each chapter. Where possible they draw on established regional and national indicators and on Sefton's Community Strategy. Some are general indicators of social, economic and environmental conditions, where the implementation of the Plan's policies is one of a large number of influences at work. The majority relate to more specific outcomes which are directly influenced by the Plan.



- further work to refine the indicators and, where appropriate, to define performance targets is being carried out in parallel with the development of the Community Strategy. Government guidance on indicators will also result in changes to the list of indicators.
- performance against a range of indicators will be monitored and reported each year through an Annual Monitoring Report (AMR).

Notes

Regional Spatial Strategy

The Plan contains many references to Regional Spatial Strategy. This is a document produced by the Northwest Regional Development Agency that sets out strategic policies for the North West. It was adopted in 2003 as Regional Planning Guidance and became the Regional Spatial Strategy in September 2004 with the changes to the planning system.

About the Plan Sefton UDP 2006

How is this document referred to?

Throughout the written statement this document is simply referred to as 'the Plan' or 'this Plan'. The text tries to make it clear if other plans and strategies are being referred to.

Glossary and Footnotes

Technical terms which are used a number of times throughout the Plan are defined in the Glossary e.g. **sequential test**⁹. Phrases are in bold type if it is not clear exactly which words the symbol refers to. Where a term is only used once, an explanation is normally given in footnote.

'Sefton 2000+'

1.1 The starting point in the preparation of this Plan was the 1998 consultation document Sefton 2000+. It proposed that the broad aim of the new Plan should be:

'To make a positive contribution to the prosperity and quality of life to all Sefton's communities by promoting sustainable development.'

1.2 Sustainable development, in simple terms, means achieving a better quality of life for everyone, now and for generations to come. The contribution of the Plan to sustainable development was summarised in three themes:

- **Promoting urban regeneration;**
- **Caring for the environment;**
- **Reducing disadvantage.**

1.3 These were endorsed during the consultation programme and remain valid. However, since the conclusion of consultation on Sefton 2000+ there have been further policy developments nationally, regionally and locally which must be taken into account.

Action Plan for Regional Sustainability

1.4 In July 1999 the Government Office for the North West published Action for Sustainability. It was prepared by a regional partnership of agencies and local authorities and establishes four basic principles for creating a more sustainable Region, supported by indicators and targets to measure performance. In particular, this framework has influenced the preparation of the Regional Spatial Strategy for the North West, the importance of which is explained in the next chapter. These regional principles are now being carried forward and given a local focus to meet Sefton's needs.

North West 'Action for Sustainability' Principles

'LIVE' – a healthy, safe and socially responsible region where all people have access to basic necessities and are enabled to improve their quality of life.

'PROTECT' – a distinctive, clean, tree-rich region which safeguards its wildlife, habitats and landscapes and acts to limit the local impacts of climate change.

'SAVE' – a Region which uses its resources wisely, makes full use of renewable alternatives, produces minimal waste and conserves its historic environment.

'GROW' – a thriving, prosperous and attractive region of high employment with the necessary infrastructure to support it and which uses land efficiently.

Sefton's Sustainable Development Objectives

1.5 The Local Government Act 2000 places a duty on the Council to prepare a Community Strategy to 'promote or improve the social, economic or environmental well-being' of the Borough and 'contribute to the achievement of sustainable development in the UK'. In addition to the Council, many public, private, community and voluntary organisations will have a part to play in achieving improvements in the quality of life.

1.6 The Sefton Borough Partnership has been formed to bring the contributions of the Council and its partners together. Following extensive consultation the Partnership has approved its third Community Strategy, A Vision for Sefton 2006 –2011, based on four main themes, with sustainable development and neighbourhood renewal as central principles.

Sefton's Community Strategy – Themes

- **Children and young people**
- **Safer and stronger communities**
- **Economic development and sustainability**
- **Healthier communities and older people**

1.7 In preparing the Community Strategy, and setting its priorities and targets for sustainable development, the Sefton Borough Partnership have built on the Local Agenda 21 Action Plan. This was prepared by the Council in consultation with its partners and the general public and published in 2001. It is Sefton's local action framework for sustainable development and contributes to the Government's commitments made at the Rio Summit in 1992.

1.8 The Council will make an important contribution to meeting the aims and objectives of the Community Strategy

through the services it provides and by implementing its own policies. The Council's current priorities are set out in its Corporate Plan 2006/07-2008/09, which identifies the adoption of this Plan as a target to support the promotion of sustainable development.

The Contribution of the Plan to Sustainable Development

1.9 The particular role of the Plan is to promote sustainable development in a long-term land use strategy and through policies for development and environmental improvement. In these respects it shows how the objectives of other related plans can be achieved. Where necessary the Plan will be used to guide choices if there are competing claims for the use of land, buildings and environmental resources. The law says that the Plan should be the primary consideration in making these planning decisions, but other relevant plans and strategies may be taken into account as 'material considerations'.

1.10 Figure 1.1 on the following pages gives an overview of how the Plan will contribute to sustainable development. It starts with the overall aim and three key principles referred to in paragraphs 1.1 and 1.2 and relates these to the planning strategy and policy objectives set out in the following chapters of the Plan.

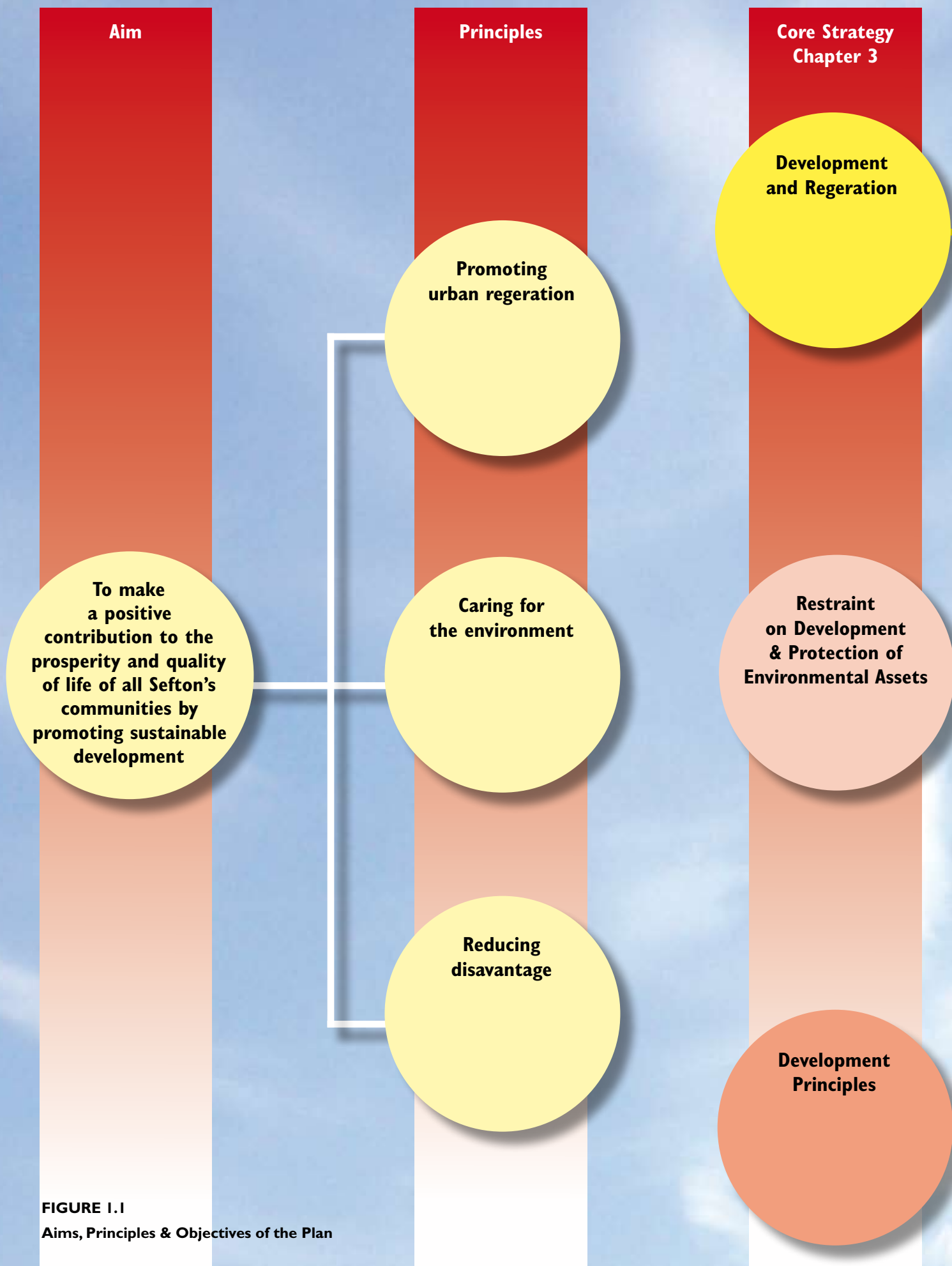


FIGURE 1.1
Aims, Principles & Objectives of the Plan

Policy Objectives Chapters 4-18

Urban Priority Areas

- to promote regeneration in the Urban Priority Areas by concentrating development and infrastructure investment in support of strategies agreed by local partnerships.

Economic Development & Tourism

- to ensure that land and premises are available to maximise inward investment opportunities and meet the needs of local businesses.
- to promote development and employment in key economic sectors and strategic locations.
- to consolidate and enhance Southport's role as a major tourist destination.

Housing and Neighbourhood Renewal

- to ensure that adequate provision is made for additional housing, including affordable housing, having regard to Regional Spatial Strategy.
- to identify area for clearance and replacement of homes which are unfit or where improvement is no longer practical.
- to encourage innovative design, the efficient use of land and maintain residential amenity.

Retail Development

- to ensure that where there is a need for major retailing development, it is located where it will contribute to the vitality and viability of existing town, district and local shopping centres.

Transport Infrastructure

- to safeguard and promote an integrated, sustainable transport network.

Energy, Minerals & Waste

- to increase the provision of renewable energy infrastructure to reduce reliance on fossil fuel.
- to ensure that the winning and working of minerals minimises any adverse social and environmental impacts and is consistent with national policy guidance and the strategic policy guidance for the North West.
- to ensure that waste is dealt with in a manner that does not allow any net losses to social and environmental interests.

Green Belt & Countryside

- to support urban regeneration and a sustainable pattern of development and physical change by restricting development in the Green Belt.
- to protect from development the best and most versatile agricultural land as a national resource.
- to enhance the environmental quality of Sefton's rural area.

Nature Conservation

- to protect, enhance and encourage the

positive management of Sefton's sites, habitats and species of nature conservation value.

The Coast

- to ensure that development within the Sefton Coastal Planning Zone is limited to land uses dependent on a coastal location and which maintain or enhance the special characteristics of the Sefton Coast.

Urban Greenspace and Recreation

- to protect and improve urban greenspaces within the urban area and ensure that the

amenities urban greenspace provide to the local people are maintained.

- to protect existing recreational open space and facilities from inappropriate development.
- to protect and enhance the opportunities for countryside recreation in Sefton.

Heritage Conservation

- to ensure that the historical and archaeological resource of the Borough is protected, preserved and, where appropriate, enhanced.

Accessible Development

- to ensure that there is a realistic choice of access to all development sites, for everyone.
- to reduce the adverse traffic impacts of a development by promoting more sustainable alternatives to single occupancy car use, especially for trips to and from work.

Design & Environmental Quality

- to ensure that all development is well designed and makes positive contribution to Sefton's environment and to quality of life for residents and visitors.

Environment Protection

- to reduce the impact of development on the environment and people and to minimise environmental risk.

Miscellaneous Development

- to ensure that development does not harm amenity, and enhances the visual and other character of the surroundings.

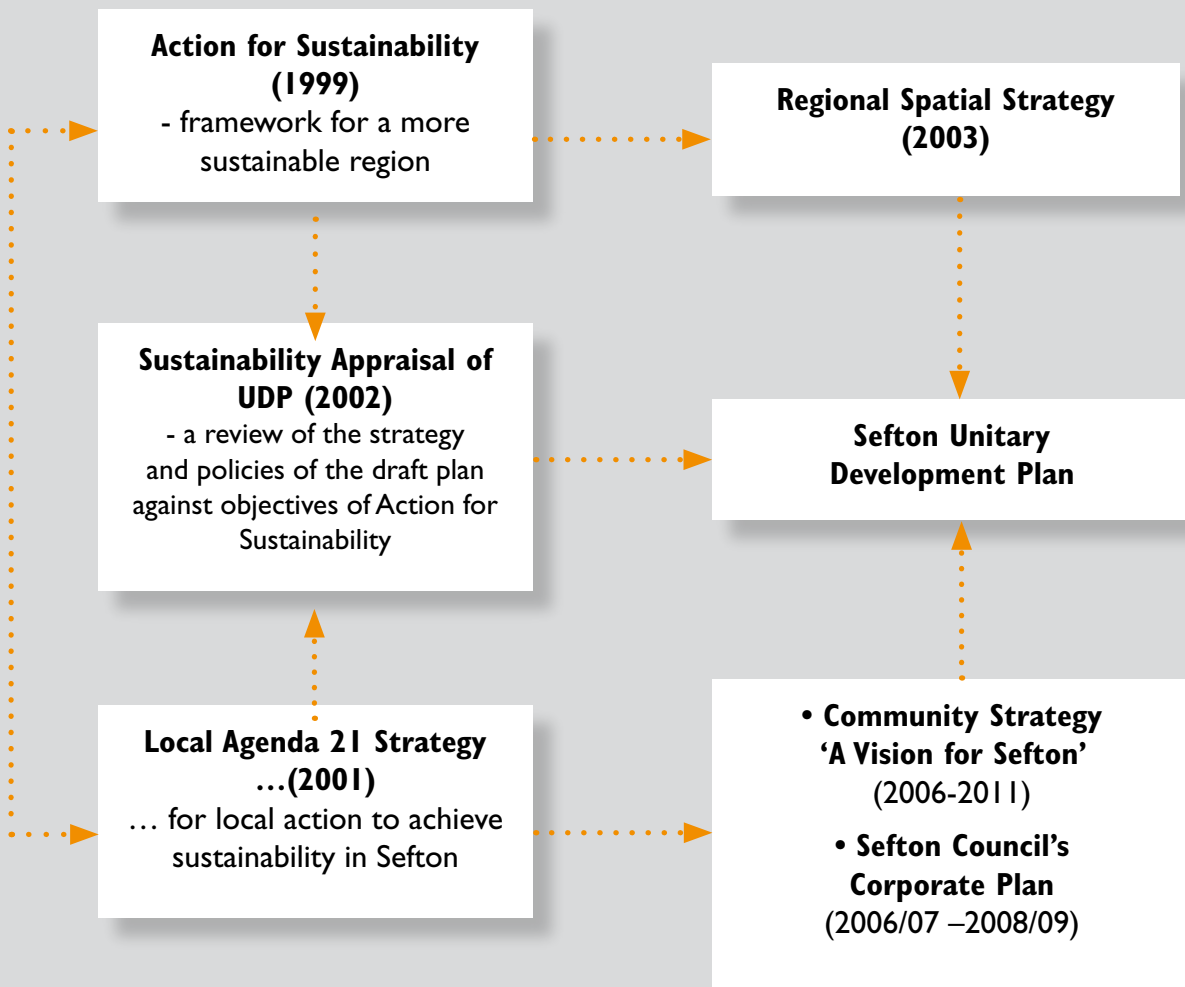
1.11 The strategies and plans referred to in this chapter cover the whole range of actions required to promote sustainable development - social, economic and environmental. Whilst some of these actions lie outside the scope of this Plan, its policies and proposals will have a direct or indirect role in implementing many of them. The main influences on the Plan's aims, objectives and policies are illustrated in Figure 1.2.

Sustainability Appraisal of the Plan, which is available as a separate document. Summary comments are included after most policies in the Plan to indicate how the policy was amended, if at all, as a result of the sustainability appraisal.

Sustainability Appraisal

1.12 During the course of its preparation the Plan has been tested to see how well its policies meet the sustainable development objectives and targets of Action for Sustainability and the Local Agenda 21 Action Plan. The results are published in the

**Figure 1.2
Promoting Sustainable Development –
Key influences on the Plan**



Strategic Context

'Sefton 2000+' and the Initial Stages of Plan Preparation

2.1 An important focus of the Sefton 2000+ consultation document was the strategic land use issues and choices that would need to be addressed in the new Plan. The central questions were

- how much development should take place in Sefton to meet strategic and local needs over the next 10-15 years?
- how best to provide for this to meet the objectives of sustainable development and urban regeneration?
- does the Green Belt need to be changed to meet future needs? In particular, should land be removed from the Green Belt and safeguarded to meet possible long term economic development needs?

2.2 The consultation document identified the provision of land to meet the Borough's housing and economic development needs as key issues. The capacity for additional house building within the urban areas of the Borough was estimated to be broadly equal to the projected need up to 2016. However, allowing for the uncertainties of long-term projections, in the worst case a significant gap could open up between housing capacity and need. On economic development, it was concluded that by 2011 there could be a shortage of strategic investment sites and, in the North of the Borough, sites to meet the needs of local businesses. These issues, and the most appropriate long-term strategy for addressing them, was an important focus of the consultation.

'Sefton 2000+' Strategy Proposals and Options

- to continue with current policies to encourage modest intensification of housing development in existing residential areas.
- to pursue measures to realise the potential supply of 'brownfield' sites and conversions of existing buildings.
- to consider locations (to the east of Southport and to the east of Maghull) where land could be removed from the

Green Belt and safeguarded to meet long-term economic development needs, but not to be allocated or released before the next Plan Review.

- to make no provision for the release of land from the Green Belt for housing.
- to consider options for dealing with a 'worst case' gap between housing need and capacity in the long term.

2.3 In the twelve months following the publication of Sefton 2000+ these issues were the subject of public consultation and further consideration by the Council. The outcome was that:

- there was support for the new Plan's proposed aims and objectives
- the justification for removing a site from the Green Belt to the east of Maghull to meet strategic economic development needs was not considered sufficiently strong to overcome public objection.
- with that exception, the Preferred Strategy was agreed as the basis for developing the Plan.
- a detailed study was to be undertaken to test the development potential of the proposed economic development site in the Green Belt to the east of Southport. In the event, the study concluded that it would cost too much to develop the site because of poor ground conditions and difficulties with access. It was agreed that the proposal was not feasible and should not be pursued further.

2.4 A key conclusion from this initial stage of the process was, therefore, that the Green Belt should remain unchanged and that the objective of future planning strategy should be to meet development needs by re-using land and buildings within the existing urban areas. However, it was also recognised that the review of Regional Planning Guidance, which was then just commencing, would set out a regional and Merseyside strategic framework for the timing of Green Belt reviews.

2.5 The subsequent development of the Plan strategy has taken into account the

significant progress in regional planning and other national and local policy developments.

Regional Context

Regional Spatial Strategy for the North West & Regional Economic Strategy

2.6 Part I of the Plan must have regard to the Regional Spatial Strategy (RSS) prepared by the North West Regional Assembly and approved by the Secretary of State. This was approved in 2003 as Regional Planning Guidance (RPG) but became RSS in September 2004 under the new planning system. The RSS sets out a framework for the preparation of Development Plans by the North West's local authorities up to 2021. The draft RSS ("The North West Plan") was submitted to the Secretary of State in January 2006 and it is anticipated that a replacement RSS will be approved in 2007.

2.7 The overriding aim of the RSS is to "promote sustainable patterns of development and physical change". The strategy is expressed through a number of core development principles and a spatial development framework which establishes guidelines for the regional distribution of development and allocation of resources. The planning strategy is supported by the Regional Transport Strategy incorporated in the RSS. Further references to the RSS policies and targets are included in the explanation of policies in the rest of the Plan¹. Throughout this plan regional guidance is referred to as RSS despite much of the plan being prepared under the old system of RPG.

2.8 In June 2000 the North West Development Agency (NWDA) published its Regional Economic Strategy which has provided the economic context for this Plan. The Regional Economic Strategy has been updated on several occasions, most recently in 2006, but the broad priorities remain valid. The Strategy sets out the region's priorities for economic development and regeneration, and the NWDA uses it to prioritise its £500 million annual budget.

2.9 The spatial policy aspects of the Regional Economic Strategy are incorporated in the RSS. The following aspects are of particular significance for the Plan:

¹. The approved Regional Spatial Strategy, from 2003.

- potential sectors of economic growth sectors are identified. These, together with established sectors of regional significance, are the focus for targeted action. Reference to relevant sectors is included in the explanation to the policies in Chapter 5, 'Economic Development and Tourism'.
- a portfolio of 25 existing and potential Regional Inward Investment Sites has been identified to meet the needs of these economic sectors.
- the Region's metropolitan areas will be the focus for targeted, co-ordinated regeneration programmes.
- revitalisation of the coastal resorts is a high priority.
- tackling the problems of low housing demand and poor quality housing is a major priority, particularly in the metropolitan core areas, and will include clearance programmes if improvement is not viable.
- the pivotal economic role of the Port of Liverpool is recognised, in particular finding sustainable solutions to improve strategic transport access and accommodate growth related to the Port.

EU Regional Policy

2.10 The significance of Sefton's maritime location, including the regionally important Port gateway, coastal habitats and tourism, has been recognised in EU regional planning and development initiatives. In particular, the Port has been identified as an important hub in the North European Trade Axis (NETA) linking Ireland to the North West, the Humber ports and northern Europe. This has influenced the development of land use, transport and coastal planning policies for Merseyside and Sefton.

Merseyside Context

2.11 RSS emphasises the importance of the Merseyside authorities working together using a consistent approach in implementing and monitoring the planning, housing and transport strategies for the metropolitan area. There is already a strong foundation for this and four documents were of particular significance in setting the context for this Plan.

2.12 Merseyside Local Transport Plan (LTP): The LTP is a statutory plan prepared and agreed jointly by the five metropolitan councils and Merseytravel. The second LTP was approved in 2005 and sets the transport strategy for Merseyside for the period 2006-2011. This is the basis on which Government funding is allocated and it influences the investment programmes of the major providers of transport infrastructure. The LTP has been further endorsed in the Government's identification of Merseyside as a 'Centre of Excellence for Integrated Transport Planning'. Like the UDP, the LTP strategy and programme have as a core objective the promotion of sustainable development. This integration of land use and transport planning has played an important part in shaping the strategy and policies of this Plan.

2.13 Merseyside Objective 1 Single Programming Document (SPD) 2000-2006: The **Objective 1** SPD sets out the strategy and programme areas which will guide the allocation of £808 million of EU funding for Merseyside. In particular it will direct major funds for the regeneration of defined priority areas within Merseyside. Details of these areas and the implications for the Plan are included in Chapter 4 'Urban Priority Areas'.

2.14 Action Plan for the City Region 2002-2005: The Action Plan was agreed by The Mersey Partnership in October 2001. Its purpose is to identify the region's major economic development priorities and to help shape the medium-term investment strategy of the North West Development Agency. Building on Regional Economic Strategy and the Objective 1 Strategic Investment Area programme, the Action Plan identifies the Mersey Waterfront Regional Park as a key regeneration priority. The Mersey Waterfront Park will embrace the Coastal Planning Zone, including Southport Seafront. The key themes of the Action Plan have been integrated into a new Liverpool City Region Development Plan published in 2005 in response to the Government's "Northern Way" initiative.

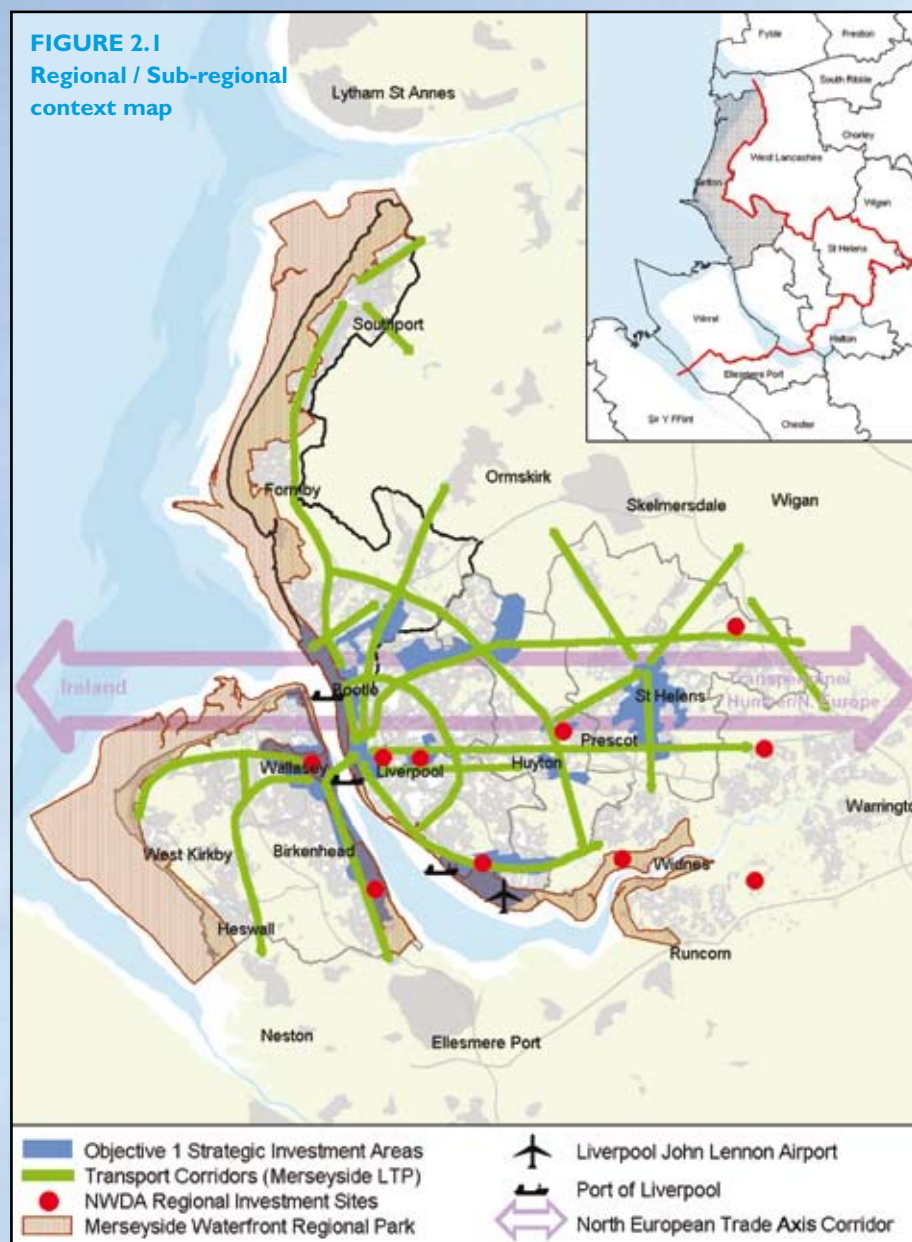
2.15 Merseyside Housing Market Renewal Pathfinder – New Heartlands Prospectus: In 2002 the Government announced major steps to tackle housing abandonment and run down housing areas with the launch of the housing market renewal initiative and the designation of 9 pathfinder areas which were selected on the basis of the prevalence of

low demand. South Sefton was included as part of the Merseyside Pathfinder along with the inner core of Liverpool and inner Wirral because of the severity of weak housing markets. The New Heartlands Prospectus will combine each authority's Strategic Integrated Investment Frameworks (SIIF) and establish the pathfinder wide investment framework, delivery and funding plan.

2.16 These plans highlight some key links between Sefton and other parts of the conurbation which have influenced Sefton's planning strategy. In particular:

- the Port of Liverpool, and the cluster of industries related to it, has a strategic influence both physically and economically across Merseyside. Together with the other Mersey ports it is an economic and transport gateway of regional and national importance.
- the environmental, ecological and recreational importance of the Irish Sea coast and Mersey Estuary has been recognised by Sefton and the other coastal authorities in developing a common approach to planning and management within the Coastal Planning Zone. In particular, Southport Seafront is recognised as a major tourism and leisure opportunity area within the coastal zone and the Mersey Waterfront Park.
- there are major economic links with the conurbation core and Liverpool City Centre, reflected in the volume of travel across the boundaries to work, for shopping and leisure. This has an influence on policies for town centres and transport.
- housing markets cross local authority boundaries, as revealed by local migration statistics. This has to be taken into account in policies for new house building and the renewal of existing homes.
- the land use planning implications of managing waste must be addressed at the regional and Merseyside level.

The main features of the North West and Merseyside planning context are illustrated in Figure 2.1



2.20 The Plan has an important role to play in supporting the implementation of the existing programmes and influencing future regeneration initiatives. This is expanded in Chapter 4 'Urban Priority Areas' and the other chapters in Section B of the Plan. The key policies and proposals arising from the South Sefton Regeneration Strategy are set out in Chapter 6 'Housing and Neighbourhood Renewal'.

Conclusion

2.21 The starting point for the development of the Plan's strategy was the 'Sefton 2000+' consultation document, as described in paragraphs 2.1 - 2.5. Whilst the overall aims and many of the issues considered in that document remain valid, the subsequent developments described in this chapter have influenced the Plan's strategy in the following important ways:

- Major new resources for economic development and regeneration, including the creation of the North West Development Agency, have significantly reduced the risk that insufficient suitable sites will be brought forward to meet long-term economic development requirements. This is confirmed by RSS.
- RSS makes it clear that, at least until the preparation of the Core Strategy as part of the Local Development Framework, housing requirements should be met by realising the existing and potential capacity within the urban areas of the Borough. This has been reinforced by the Housing Market Renewal Initiative.
- RSS proposes that the need, if any, for substantial change to the Merseyside Green Belt should be established through a sub-regional study, the results of which will be incorporated in future reviews of RSS and the Core Strategy.

Regeneration Initiatives

2.17 In addition to the EU Objective 1 programme referred to above, a number of regeneration initiatives are under way which will have a significant impact on the pattern of development in Sefton in the short and medium term. These include **Single Regeneration Budget (SRB)**^G and **Neighbourhood Renewal Fund (NRF)**^G programmes targeted on the most deprived areas, mainly in the south of the Borough. Most of the current programmes run until 2007, and the North West Development Agency will play a key role in shaping future programmes.

2.18 Housing renewal in the South of the Borough must be integrated within a wider regeneration, economic and planning

framework. The South Sefton Regeneration Strategy, published in May 2003, provides this framework for both public and private investment. It provides the strategic regeneration direction for South Sefton over the next 15-20 years and includes proposals for comprehensive urban renewal and restructuring. The strategy informs the South Sefton input to the Merseyside Pathfinder "New Heartlands" Prospectus.

2.19 A key objective of the South Sefton Regeneration Strategy is to ensure that investment in housing areas is co-ordinated with improvements to local retail and community facilities, open space, transport, education, health and employment opportunities. The framework is sufficiently flexible to ensure that it can respond to market conditions and community aspirations.

‘Part I’ of the Plan

3.1 The law prescribes that the Plan should distinguish between policies which set out the general principles and strategy of the Plan (referred to as ‘Part I’) from the more detailed policies and proposals through which it will be implemented (referred to as ‘Part 2’). Part I of the Plan comprises the Core Strategy policies set out below and related strategic policies included in the following sections of the Plan. This is illustrated in figure 3.1.

Spatial Strategy and Development Principles

3.2 The Council’s planning strategy is based on the sustainable development aims and objectives set out in Chapter 1, and the regional and strategic planning context described in Chapter 2. The basic principles are set out below in three Core Strategy policies (CS1-CS3). They will guide the Council in its consideration of all development proposals.

3.3 The Plan’s strategy and policies seek to realise its overall aim by achieving social, economic and environmental benefits as a result of development. However, in relation to individual development proposals, especially for large development, it may not always be possible to achieve gains across the board. Sometimes decision-makers will have to weigh the gains and losses that would result from development - both within and between the social, economic and environmental interests affected. Regional Spatial Strategy refers to these interests as ‘quality of life capital’ and sets out two basic principles which should guide such decisions.

Weighing social, economic and environmental objectives - guiding principles

- development should show a net gain (or at least a neutral effect) when measured against all the aspects of economic, social and environmental capital affected
- there should be no significant loss of or harm to any identified elements of capital which are of particular significance

Figure 3.1 Part I policies

The strategic policies together form ‘Part I’ of the Plan, as defined in legislation.

Part I policies are incorporated in the chapters to which they relate. They are highlighted to distinguish them from other policies, and each concludes with the statement:

This is a part I policy

The part I policies are:

SECTION A

- Chapter 3 CS1 Development and Regeneration**
- Chapter 3 CS2 Restraint on Development and Protection of Environmental Assets**
- Chapter 3 CS3 Development Principles**

SECTION B

- Chapter 4 UPI Development in Urban Priority Areas**
- Chapter 5 EDT1 Strategic Employment Locations**
- Chapter 5 EDT2 Provision of Employment Land**
- Chapter 5 EDT10 Bootle Central Area – Development Principles**
- Chapter 5 EDT13 Southport Central Area – Development Principles**
- Chapter 6 H1 Housing Requirement**
- Chapter 6 H7 Housing Renewal, Clearance and Regeneration**
- Chapter 7 R1 Retail Development Strategy**
- Chapter 8 T1 Transport Network Priorities**
- Chapter 9 EMW1 Prudent Use of Resources**
- Chapter 9 EMW6 Waste Management Strategy**

SECTION C

- Chapter 10 GBC1 The Green Belt**
- Chapter 10 GBC6 Landscape Character**
- Chapter 12 CPZ1 Development in the Coastal Planning Zone**

SECTION D

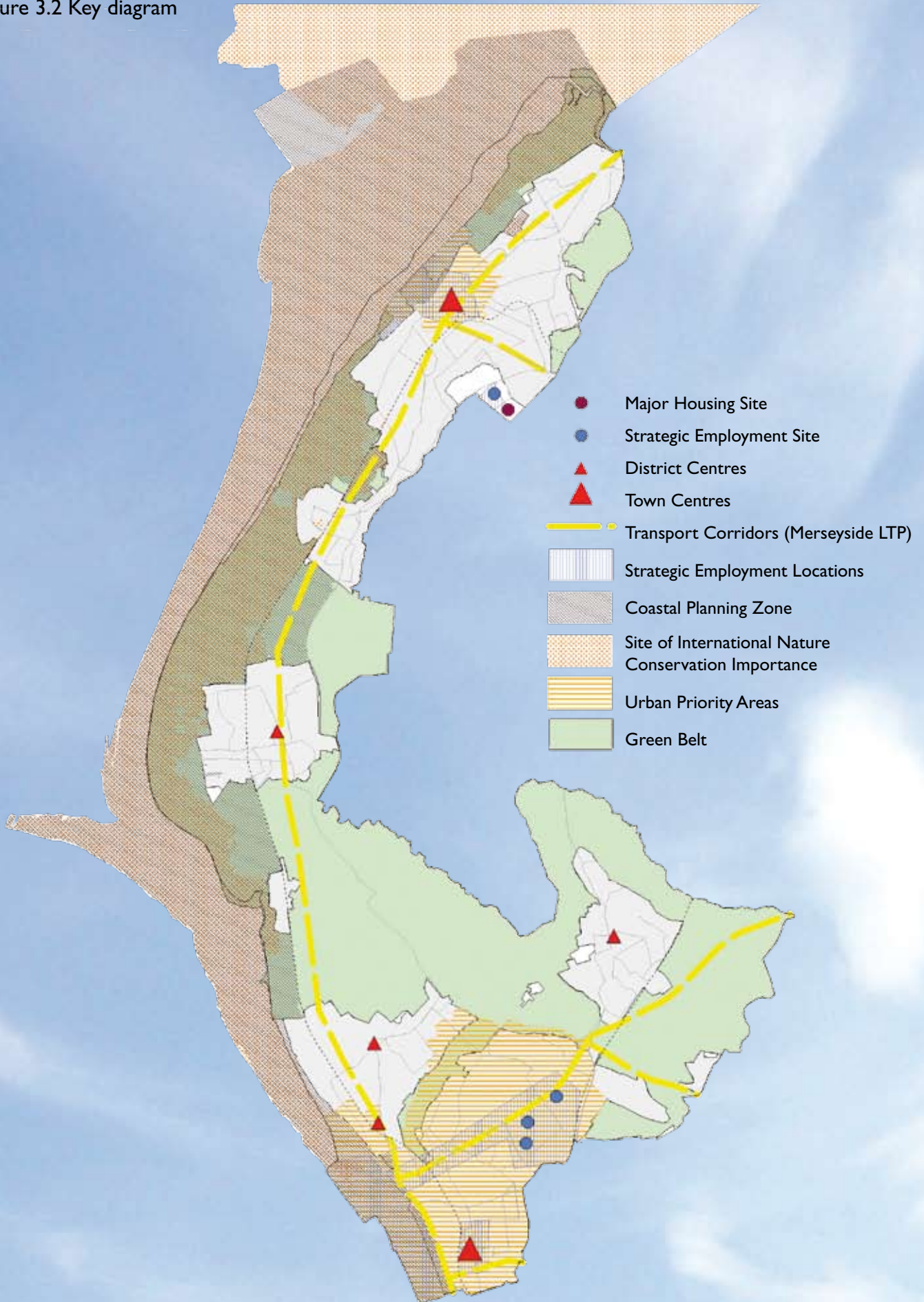
- Chapter 17 EPI Managing Environmental Risk**

3.4 Policies CS1-CS3 and the other Part I policies are intended to assist in making these judgements by identifying the most important economic, social and environmental interests, including those which should be protected from harm.

Spatial Strategy

3.5 Policies CS1 and CS2 establish the principles of the spatial strategy to promote a sustainable pattern of development and change in the period up to 2016. The spatial strategy is illustrated in the Key Diagram (Figure 3.2) and consists of two strands:

Figure 3.2 Key diagram



- providing for the Borough's development and infrastructure needs to 2016 in locations where it will do most to assist urban regeneration (Policy CS1), which is the theme of Chapters 4-9 in Section B.
- restraining development in locations where it would cause harm to the environment or regeneration (Policy CS2), which is the theme of Chapters 10-14 in Section C.

POLICY CS1 DEVELOPMENT AND REGENERATION

Development should be consistent with the following priorities for physical and economic regeneration in the period 2001-2016:

- the implementation of regeneration programmes within the defined urban priority areas.
- safeguarding existing employment and ensuring a choice of employment sites and premises to meet the needs of existing businesses and maximise inward investment.
- ensuring that provision is made for new and improved housing to meet the needs and aspirations of existing and new households, having regard to Regional Spatial Strategy.
- safeguarding the economic, commercial, retail and local service role of established town, district and local centres.
- ensuring that development is located appropriately in relation to other land uses and to the transport network so that the need to travel is reduced and car and lorry traffic is minimised.
- securing the re-use of existing buildings or previously developed ("brownfield") land, in preference to undeveloped ("greenfield") land, so that housing and all other significant development needs can be mainly accommodated within the existing urban areas at least until 2011.

This is a Part I policy

3.6 This aspect of the core strategy is supported by the following Part I strategic policies in Section B:

- Policy UP 1:
Development in Urban Priority Areas
- Policy EDT1:
Strategic Employment Locations
- Policy EDT2:
Provision of Employment Land
- Policy EDT10:
Bootle Central Area –
Development Principles
- Policy EDT13:
Southport Central Area
– Development Principles
- Policy H1:
Housing Requirement
- Policy H7:
Housing Renewal, Clearance and
Regeneration
- Policy R1:
Retail Development Strategy
- Policy T1:
Transport Network Priorities
- Policy EMW1:
Prudent Use of Resources
- Policy EMW6:
Waste Management Strategy

Sustainability Appraisal

No changes made as wording reflects chapter order and Regional Spatial Strategy advice.

POLICY CS2 RESTRAINT ON DEVELOPMENT AND PROTECTION OF ENVIRONMENTAL ASSETS

Development will not be permitted where it would cause significant harm to any of the following:

- the purposes of the Green Belt and its open character
- rural landscape character
- the best and most versatile agricultural land
- the dune aquifer and associated coastal ecology
- the effectiveness of the open coast in forming a natural sea defence
- sites and species of nature conservation importance
- urban greenspace
- sites of archaeological, historic or cultural importance.

Unavoidable losses must be compensated for by equivalent benefits, and in all cases development proposals and/or management regimes should seek to enhance the above assets.

This is a Part I policy

3.7 This aspect of the Core Strategy is supported by the following Part I policies in Section C:

- Policy GBC1: The Green Belt
- Policy GBC6: Landscape Character
- Policy CPZ1: Development in the Coastal Planning Zone

Sustainability Appraisal

Sites of geological or landform interest covered under criterion (f). Other minor wording changes made for clarity.

Development Principles

3.8 The Council determines on average about 2,000 applications for planning permission a year. Whilst the majority of these are for small scale development, the cumulative effect on the environment can be considerable. In areas of significant change like the urban priority areas, the quality of new development can be a major factor in the success of regeneration initiatives. Policy CS3 sets out the key principles for sustainable development that will guide the Council's decisions. This is the theme of Chapters 15-18 in Section D. Policy EMWI 'Prudent Use of Resources' in Chapter 9, Section B, is also relevant.

POLICY CS3 DEVELOPMENT PRINCIPLES

The following general principles will be applied in the consideration of all development proposals:

- (a) Development will provide for a choice of means of transport to and within the site, giving priority to pedestrians, cyclists and public transport users.
- (b) Development would not be permitted if it would:
 - (i) compromise road safety by site access or internal circulation issues; or
 - (ii) cause significant harm to amenity, or to the character or appearance of the surrounding area; or
 - (iii) create risk to people and property as a result of flooding, air or water pollution, land contamination, or noise or light nuisance; or
 - (iv) prejudice the comprehensive development of the area.
- (c) Significant weight will be attached to the quality of building and site design and layout, in particular for development which would be prominent because of its scale or location. The design of development shall have regard to:
 - (i) the needs of people who have disabilities;
 - (ii) the need for efficiency in the use of water; land and of non-renewable resources, including natural resources and energy; and
 - (iii) the need to make the proposal as sustainable as practicable.
- (d) Planning conditions and legal agreements will be used where appropriate to make the most of the social, economic and environmental benefits of development.

This is a Part I policy

3.9 This aspect of the core strategy is supported by the following Part I policies in Sections B and D respectively:

- Policy EMWI
Prudent Use of Resources
- Policy EPI
Managing Environmental Risk.

Sustainability appraisal

No change made as sustainable design of sites and buildings issues are dealt with in Section C and D policies and future Supplementary Planning Documents or Information Notes.

3.10 The following three main Sections of the Plan expand on these principles, including further strategic policies and more detailed policies and site specific proposals.

Objective

- to promote regeneration in the urban priority areas by concentrating development and infrastructure investment in support of strategies agreed by local partnerships.

Indicators

4.1 Percentage of Urban Priority Area residents finding it easy to access key local services, compared to the percentage in the rest of the Borough.

4.2 Percentage of Urban Priority Area residents satisfied with their neighbourhood as a place to live, compared to the percentage in the rest of the Borough.

4.3 The number of Super Output Areas (SOAs), and percentage of Sefton's population, that rank within the most deprived 10% of SOAs nationally and the most deprived 25% of SOAs nationally.

4.4 The percentage (by area) of land developed for employment uses in schemes of 1000m² floorspace or more which are in Urban Priority Areas.

Key partners

North West Development Agency
Sefton Borough Partnership
Local Partnership Boards

Introduction

4.1 Many communities in the South of the Borough experience comparatively high levels of social and economic deprivation. Additionally there is a smaller concentration of deprivation within the central area of Southport.

4.2 National and EU regeneration programmes have been targeted towards these areas for over a decade. Completed programmes and those in progress will result in £600 million of investment in social and economic regeneration in the priority areas. The main programmes currently in progress are summarised in Figure 4.1.

4.3 There is a complex pattern of regeneration activity in the South of the Borough, where the boundaries of different initiatives overlap, as shown in Figure 4.2.

4.4 There is a distinction between those programmes which are derived from and funded by the EU Objective 1 programme for Merseyside, and those which are funded through national and regional programmes. The North West Development Agency has a key funding role in these domestic programmes, with a total budget of about £1 billion up to 2003 including the current Single Regeneration Budget (SRB) programme.

4.5 Although regeneration programmes are funded from a variety of sources, each with its specific focus and targets, they are nevertheless being co-ordinated - particularly through the Community Strategy - to achieve fundamental improvements in social, economic and environmental conditions in the Urban Priority Areas. The UDP will support the implementation of these programmes and, equally important, will provide a framework for physical development and environmental improvement over a longer period.

**FIGURE 4.1
Urban Priority Areas &
Programmes**

Area	Atlantic Gateway Strategic Investment Area	
Programme	Objective 1	Duration 2000-2007
Area	Pathways: Dunningbridge – Bootle/Seaforth/Orell	
Programme	Objective 1	Duration 1996-2006
Area	South Sefton Partnership – including 13 Priority Neighbourhoods	
Programme	SRB6	Duration 2001-2007/8
Area	Neighbourhood Renewal – Linacre, Derby, Litherland, Netherton and Orrell, St Oswald, Ford, Church, and parts of Dukes and Cambridge wards	
Programme	Neighbourhood Renewal Fund	Duration 2001-2008
Area	Mersey Waterfront Regional Park	
Programme	NWDA	Duration 2001-2007
Area	Housing Market Renewal, Pathfinder Area	
Programme	Housing Market Renewal Fund	Duration 2002 onward
Area	Southport Seafront Master Plan	
Programme	Objective 1/ LTP/NWDA	Duration 2002 onward

Figure 4.2
Urban Priority Areas and
Regeneration Programmes

Urban priority Areas
All wards eligible for Neighbourhood
Renewal Fund

Wards

- 1. Linacre
- 2. Derby
- 3. Litherland
- 4. Netherton and Orrell
- 5. Church
- 6. Ford
- 7. St. Oswald
- 8. Dukes
- 9. Cambridge



POLICY UPI

DEVELOPMENT IN URBAN PRIORITY AREAS

1. The Urban Priority Areas, where there is a combination of social and economic deprivation and poor environment, comprise:

(a) In the South of the Borough - Linacre, Derby, Litherland, Netherton and Orrell, St Oswald, Ford and Church wards

(b) In Southport - The Southport Central Area as defined on the Proposals Map;

The areas of housing stress surrounding the central area.

2. Development will not be permitted if it is inconsistent with the objectives of any strategy or action plan approved by a local partnership responsible for regeneration programmes within these areas, including the following programmes:

- (a) Neighbourhood Renewal Fund
- (b) Housing Market Renewal, Pathfinder Area
- (c) South Sefton (SRB 6)
- (d) Atlantic Gateway Strategic Investment Area
- (e) Dunningbridge Pathways
- (f) Bootle/Seaforth/Orrell Pathways
- (g) Southport Seafront Action Plan

3. Development proposals within the Priority Areas in the South of the Borough should have regard to the following key criteria:

- (a) Safeguarding existing sources of local employment and increasing opportunities for new locally accessible employment
- (b) Maintaining and where appropriate increasing the choice of good quality housing to meet the needs of current and future households
- (c) Maintaining a choice of local convenience shopping, and accessible facilities for primary health care, social and recreational activities and pre-school and primary education

(d) Maintaining and where appropriate increasing the quantity and quality of accessible green open areas

(e) Reducing the adverse effects of air and noise pollution and derelict and contaminated land on living and working conditions.

This is a Part 1 policy.

Explanation

4.6 The definition of Urban Priority Areas is largely based on the Government's Indices of Local Deprivation (2000). This ranks local authorities and wards against a range of indicators of social and economic deprivation. Nine wards in Sefton rank amongst the most deprived 25% of wards in the country, as shown in Figure 4.2. This includes seven wards in the South of the Borough. In Southport, Dukes and Cambridge wards are included because of the concentration of social and economic problems in the central area of the town, and it is this part which is included in the Urban Priority Area. In addition, there are areas of poor housing adjacent to the central area of Southport where problems are less concentrated but where Housing Renewal Areas were declared to target investment and assist in recovery and stabilisation. The Southport Housing Regeneration Area is identified in Appendix 2 of Supplementary Planning Guidance 'Regulating the Supply of Residential Land' which was adopted by the Council in July 2003. In addition, there are areas of poor housing adjacent to the central area of Southport where problems are less concentrated but where Housing Renewal Areas were declared to target investment and assist in recovery and stabilisation. The current programmes for planning and funding regeneration in the Urban Priority Areas are described in the Introduction.

4.7 The Neighbourhood Renewal Fund was introduced by the Government in 2000 to support integrated plans of social, economic and physical regeneration in the most deprived urban areas. The NRF programme operates in all the areas identified in Policy UPI. The Neighbourhood Renewal Strategy for the NRF area is approved by the Sefton Borough Partnership - which is the Local Strategic Partnership for the whole of Sefton. The other programmes listed in Section 2 of

the policy are more geographically focused and local partnerships have been formed to approve their strategies and action plans. All these plans have some implications for land use and development, but three have particular significance for this UDP:

- The Atlantic Gateway Strategic Investment Area, which includes major economic development and land reclamation proposals;
- The Housing Market Renewal Pathfinder Area, for which the South Sefton Regeneration Strategy provides the development framework. Within this area Neighbourhood Development Plans for major physical renewal and improvement are being prepared in an area which contains 22,500 homes;
- A Vision for Southport Seafront: Final Masterplan, which includes proposals for large-scale new tourism facilities and improvements to the public realm and transport access.

4.8 The local partnerships involve business, voluntary and community representatives, as well as the Council and other public sector partners. Their strategies and action plans are approved by a Partnership Board, following extensive public participation and consultation. As one of the partners, the Council has been able to advise on the planning policy context during their preparation. Whilst the plans of the local partnerships do not over-ride the policies and proposals of this Plan, they are **material considerations**⁹ in making decisions, in as much as they can give local emphasis and priority to the more general criteria set out in Plan policies.

4.9 Although the regeneration programmes currently in progress in the South of the Borough (Section 2 (a) – (f)) differ in focus, it is possible to identify a set of criteria for development in these areas that will be most likely to support their combined objectives. These are listed in Section 3. Specific guidance on development in the Southport Seafront area is given in Policy EDT15.

4.10 Accessibility to the facilities and opportunities within and nearby the urban priority areas is a fundamental aspect of social inclusion. In accordance with the Merseyside Local Transport Plan, the Council and Merseytravel will continue to improve transport choices within the urban priority

areas, in particular public transport, cycling and walking facilities. The UDP will also play an important role in ensuring that development is both located in accessible locations and accessible by a choice of travel, including by walking, cycling and public transport.

4.11 The boundaries of the priority areas defined for the various regeneration programmes may change during the life of the Plan as the present programmes come to an end and new national and regional regeneration initiatives are introduced. Changes to the programme areas and any new plans approved by local partnerships which may be relevant to planning decisions will be incorporated and kept up to date in supplementary planning documents, as well as any review of the Plan itself.

Implementation

This policy will be implemented through the Action Plans of the Sefton Borough Partnership and local partnerships, the capital programmes of the Council and Merseytravel and the development control process.

Sustainability Appraisal

Policy not changed as it already states that development will be judged in terms of its economic, social and environmental sustainability merits.

Policy Links

RSS Policies -

- SD1 The North West Metropolitan Area;
- SD3 Key Towns and Cities outside the North West Metropolitan Area;
- EC7 The Regeneration Challenge: Bringing the Benefits of Economic Growth to Areas of Acute Need

UDP Policies -

- EDT1 Strategic Employment Locations;
- EDT2 Provision of Employment Land;
- H7 Housing Renewal, Clearance and Regeneration;
- H8 Redevelopment within the Pathfinder Area;
- H9 Hawthorne Road / Canal Corridor

Background Documents

- 'A Vision for Sefton - The Community Strategy 2002-2007', Sefton Borough Partnership, April 2002;
- 'Neighbourhood Renewal Strategy', Sefton Borough Partnership, 2001;

'Bootle/Seaforth/Orell Pathways Action Plan 2000-2006', Pathways Partnership Board, 2000;

'Duningsbridge Pathways Action Plan 2000-2006', Pathways Partnership Board, 2000;

'South Sefton Partnership: A comprehensive bid for neighbourhood regeneration', SMBC, June 2000;

'Atlantic Gateway SIA Integrated Development Plan Parts 1 and 2', Partnership Board, March 2001;

'Southport Seafront Action Plan', Southport Partnership Board, May 2002;

'South Sefton Regeneration Strategy', GVA Grimley for SMBC, May 2003;

'NewHeartlands Prospectus 2003', NewHeartlands Partnership, October 2003;

'A Vision for Southport Seafront: A Final Masterplan', Scott Wilson URBAN for SMBC, June 2003.

STRATEGIC CONTEXT

- EDT1 Strategic Employment Locations (Part I policy)**
- EDT2 Provision of Employment Land (Part I policy)**
- EDT3 Strategic Employment Sites in the Dunning Bridge Corridor**
- EDT4 Southport Commerce Park**

INDUSTRIAL DEVELOPMENT

- EDT5 Primarily Industrial Areas**
- EDT6 Development Sites within Primarily Industrial Areas**
- EDT7 Improvement of Primarily Industrial Areas**
- EDT8 Business and Industrial Development Outside Primarily Industrial Areas**

THE PORT AND MARITIME ZONE

- EDT9 The Port and Maritime Zone**

THE CENTRAL AREAS OF BOOTLE AND SOUTHPORT

- EDT10 Bootle Central Area - Development Principles (Part I policy)**
- EDT11 Development in the Bootle Office Quarter**
- EDT12 Bootle Central Area Opportunity Sites**
- EDT13 Southport Central Area - Development Principles (Part I policy)**
- EDT14 Southport Resort Area**
- EDT15 Southport Seafront Area**

OTHER ECONOMIC DEVELOPMENT POTENTIAL

- EDT16 Mixed Use Areas**
- EDT17 Employment Opportunity Sites**
- EDT18 Retention of Local Employment Opportunities**

Objectives

- to promote development and employment in key economic sectors and strategic locations
- to ensure that land and premises are available to maximise inward investment opportunities and meet the needs of local businesses
- to consolidate and enhance Southport's role as a major tourist destination.

Indicators

- 5.1 The percentage increase or decrease in the total number of VAT registered businesses.
- 5.2 Area (hectares) of land and floorspace (m²) developed for business and industry (Use Classes B1, B2, B8) and the number of jobs generated:
- in Sefton as a whole
 - within Strategic Employment Locations and on Strategic Sites on other allocated sites
 - in the Maritime and Tourism sectors
 - in other Regional Economic Strategy Key Sectors.
 - in Urban Priority Areas
- 5.3 Proportion of new business and industrial development (Use Classes B1, B2, B8) using previously developed land and buildings.
- 5.4 Amount of employment land on allocated sites, or within primarily industrial areas, lost from business and industry (Use Classes B1, B2, B8):
- (a) in Sefton as a whole;
 - (b) in Urban Priority Areas;
 - (c) to housing uses.
- 5.5 Floorspace (m²) of new office developments of 2,500m² or above, and the percentage of this which is in town, district or local centres.

Key partners

North West Development Agency;
Mersey Docks & Harbour Company;
South Sefton Partnership;
Atlantic Gateway Steering Group;
Central Southport Partnership;
North West Tourist Board;
Private sector developers.

Introduction

5.1 Economic development is essential to the regeneration of Sefton, particularly in the Urban Priority Areas. The Plan can make a positive contribution to the regeneration initiatives undertaken by the Council and its partners by establishing a framework to guide development and environmental improvements.

5.2 The Plan's main role is therefore to ensure that sufficient land is made available for industrial and business development in the right locations, in order to encourage economic activity. There is a legacy of dereliction and contamination resulting from previous industrial and commercial uses, much of it concentrated in the south of the Borough. Many sites are in need of reclamation and treatment before they can be re-used. Some businesses and sites also cause significant environmental problems to nearby housing areas, which regeneration initiatives are seeking to reduce.

5.3 The unemployment rate in Sefton has fallen from 13% in 1991 to 5% in 2001 and 2.9% in 2006. Although this is below the Merseyside rate, it is slightly above the national figure of 2.6%. The situation is significantly worse in parts of the Urban Priority Areas.

5.4 There are approximately 8,200 businesses in Sefton which provide over 102,500 full and part-time jobs. Around 90% of these businesses in Sefton are small firms with fewer than 25 employees. Employment is concentrated in a few key sectors including public services, port-related services (including distribution and transport), food products, tourism (particularly in Southport), retail, information and communication technology, and financial services. Employment in the manufacturing sector has declined by approximately 10% between 2001 and 2004. However, Sefton has concentrations of employees in the financial and professional services and information and communication technology sectors that are above the regional average.

5.5 The main threats to the future growth of the Sefton economy include low skills levels, relatively few knowledge-based industries¹, low productivity, a weak export base and few large private sector employers. The lack of large sites available for development and investment has made it

difficult to attract major new employers. The regeneration strategies for the Urban Priority Areas (Policy UPI) are helping to address these weaknesses.

5.6 Most economic activity is concentrated in a few strategic locations, notably the Port and Maritime Zone; the Dunnings Bridge Corridor in Bootle and Netherton; the central retail and commercial areas of Bootle and Southport; and the Southport Seafront leisure and tourism area. The Southport Commerce Park, on the eastern edge of the town, is emerging as another main focus of employment.

5.7 Tourism is a highly important part of Sefton's economy with potential for growth. The Council is working proactively with private sector partners to regenerate tourism, particularly in the resort town of Southport. Key strengths have proved to be short stay leisure holidays and greatly improved events and business tourism, especially the conference market which has bucked the national trend by increasing at a rate of 33% a year. Whilst existing hotels continue to be up-graded, this needs to be matched by the provision of new hotels to cater for all sectors of the market. However, further growth is constrained to a degree by the poor transport links to and from Southport.

5.8 The Northwest Development Agency published 'A New Vision for Northwest Coastal Resorts' in 2003 which sets out a long term vision and strategy for the region's resorts. It recommends that Southport should seek to become a premier location within the region for high quality shopping and should aspire to excellence in its restaurant and catering provision. It also recommends that Southport should secure high quality hotel development to strengthen its position in the conference market and as a special-interest holiday destination. Lord Street and the Promenade are identified as key areas for public sector led regeneration. The Council has also produced a Masterplan 'A Vision for Southport Seafront' which will guide future development and investment in the Seafront area.

5.9 Another significant tourism attraction is Aintree racecourse, which not only hosts prestigious race meetings including the Grand National, but has also developed a role as an important conference centre. There is scope for further development related to tourism and recreation, including hotels, towards the

¹Ormskirk Road frontage of the site in the area which is outside the Green Belt subject to any proposal satisfying the tests of need and the sequential test as set out in PPS6.

5.10 Over 5000 jobs are directly reliant on tourism. The Council and its partners are committed to establishing Southport as 'England's Classic Resort', developing the potential of Sefton's Natural Coast and supporting other key elements of the visitor economy with the objective of increasing jobs, visitors and spend.

5.11 In addition to the more traditional forms of tourism, there is a need to develop growth sectors including golf tourism, special interest breaks, green tourism such as birdwatching, conferences and event based tourism. There is potential for further development along the whole of Sefton's coast to provide enhanced sporting, leisure and tourism opportunities. Such development must, however, be compatible with the area's green belt status, and recognise the special character and nature conservation value of the undeveloped parts of the coast which need to be preserved and enhanced.

5.12 Over half the area of Sefton is agricultural land, a high proportion of which has a very high capacity, yielding high-value horticultural crops. Though not a major employer, the agricultural economy is an efficient, high output local industry which is at risk from urban encroachment. The Council wishes to ensure that this sector of the economy remains diverse and vibrant, and that its current role as a steward of the countryside is encouraged and supported.

5.13 Farm diversification may be necessary in some individual cases to maintain the strength of the agricultural and rural economy and maintain farm incomes. The fact that Sefton's agricultural land is in the Green Belt limits the type, scale and range of farm diversification proposals which are acceptable.

5.14 Proposals for farm diversification will be allowed if they are appropriate in scale, help to maintain farm viability, are integrated within the existing farm enterprise and do not adversely affect the agricultural operation of the farm. Such proposals must also meet the requirements of the Green Belt

¹Industrial and commercial activity which requires a high level of technology, particularly information and communications technology (computer software and services, biotechnology, creative industries)

and Countryside policies in this Plan, particularly Policy GBC2.

5.15 Economic development relies upon a safe and efficient road network to support it. Trunk roads are a national asset supporting the economy of the country. It is also essential that the provision of employment opportunities is linked to the provision and improvement of public transport, as well as locations which are presently well served by means of transport other than the private car. This is particularly important in the main employment locations and as a result of the development of the strategic sites, where special requirements or developer contributions may be sought. For further guidance see Chapter 15.

Strategic Context

5.16 The overriding aim of national guidance and the Regional Spatial Strategy is to promote sustainable patterns of development and physical change. One of the ways that this will be achieved is through developing businesses and skills, particularly those related to the key economic sectors identified in the North West Development Agency's Regional (Economic) Strategy. Economic development is seen as one of the key elements of urban regeneration.

FIGURE 5.1 NWDA Regional Strategy/RSS Key Economic Sectors

Established Sectors - important because of their existing scale and contribution to the regional economy:

- chemicals
- textiles
- aerospace
- mechanical and other engineering industries, including marine engineering
- energy
- automotive
- food and drink

Target Growth Sectors - which are important to the future growth and competitiveness of the regional economy:

- environmental technologies
- life science industries (biotechnology and pharmaceuticals)
- medical equipment and technology
- financial and professional services
- tourism
- computer software and services/ internet-based services
- creative industries (media, advertising and public relations)

POLICY EDT1 STRATEGIC EMPLOYMENT LOCATIONS

The following strategic employment locations are priority areas for development and regeneration funding to support key economic sectors and safeguard local employment:

(a) The Port & Maritime Zone in Bootle: the priority will be port-linked development in the distribution and manufacturing sectors where access to docks, rail freight facilities and the strategic highway network is an advantage.

(b) The Dunning Bridge Corridor and Netherton Industrial Areas: the priority will be large-scale light and general industrial and office development, where access to the freight network, strategic highway and Motorway network and the Port is an advantage.

(c) Central Bootle: the priority will be retail, public services and other office development which benefit from an accessible location.

(d) Central Southport: the priority will be retail, public services, tourism-related services and commercial development which benefit from an accessible location.

(e) Southport Seafront: the priority will be major indoor and outdoor tourism and leisure-related development.

(f) Commerce Park: the priority will be small and medium-sized light industrial, office and business development.

This is a Part 1 policy

Explanation

5.17 The Strategic Employment Locations offer a diverse range of existing and potential employment opportunities for service and manufacturing industry. They provide the best prospects for encouraging local expansion and inward investment in the 'established' and 'emerging' sectors identified by the North West Development Agency in its Regional Economic Strategy. The relevant sectors are listed in Figure 5.1 above.

5.18 With the exception of Southport Commerce Park, the Strategic Employment Locations lie within the Urban Priority Areas defined in Policy UPI. In the South of the Borough, the Port and Maritime Zone, the Dunnings Bridge Corridor / Netherton Industrial Areas, and Bootle Central Area comprise the **Atlantic Gateway Strategic Investment Area**⁹, where European funding will be concentrated. It is an objective of the regeneration programmes to link employment growth in these areas to the needs of disadvantaged residents.

Implementation

5.19 This policy will be implemented through the regeneration strategies and action plans outlined in Chapter 4 (Urban Priority Areas), including plans and strategies not yet commissioned.

Sustainability Appraisal

Policy changed to include public services in Central Southport.

Policy Links

RSS Policies:-

- EC1 Strengthening the Regional Economy;
- EC2 Manufacturing Industry;
- EC7 Bringing the Benefits of Economic Growth to Areas of Acute Need;
- EC8 Warehousing and Distribution;
- EC10 Tourism and Recreation.

UDP Policy:-

- UPI Development in the Urban Priority Areas.

Background documents

'Regional Strategy', North West Development Agency, 1999;

'Action Plan for the City Region' - The Mersey Partnership 2001;

'Atlantic Gateway Strategic Investment Area: Integrated Development Plan', March 2001

**Figure 5.2
Distribution of Employment Land**



POLICY EDT2 PROVISION OF EMPLOYMENT LAND

Provision for strategic and local employment development during the period 2002–2017 will be made as follows:

Within the Strategic Employment Locations:

- | | |
|--|---------------------------------------|
| (a) Allocated Strategic Sites (4 sites) | 42.7 ha. |
| (b) Sites within the Bootle Office Quarter | Up to 65,650m ² floorspace |
| (c) Land within the Port & Maritime Zone | Up to 12 ha. |
| (d) Allocated sites within the Primarily Industrial Areas (8 sites) ¹ | 28.3 ha. |

In other locations:

- | | |
|---|---------|
| Other allocated sites in the Primarily Industrial Areas (8 sites) | 5.1 ha. |
|---|---------|

The base date for figures given in Policy EDT2 is 31st March 2004

This is a Part I policy

¹These sights are identified in Policy EDT6

Explanation

5.20 Over the past 5 years the average annual take-up of land for business and industrial development has been 5.6 hectares. This relatively low rate is in part explained by a lack of suitable sites. Regeneration initiatives in the Urban Priority Areas will increase demand and help bring sites forward which were previously unsuitable for redevelopment because of problems relating to infrastructure, contamination or multiple land ownerships. They will also help bring forward larger, more attractive sites. The provision of sites of sufficient size and in the right location to attract major employment in key sectors is a high priority.

5.21 Four of the allocated sites⁶ are of strategic significance because of their size, location and potential contribution to economic regeneration. Three sites are in

the Dunnings Bridge Corridor (Policy EDT3) and comprise 30.8 hectares. The fourth is in Southport (Policy EDT4 and Paragraph 5.35) and comprises 11.9 hectares. Special considerations apply to the development of these sites.

5.22 The great majority of the employment land supply is within the Strategic Employment Locations. The designated Primarily Industrial Areas are a vital employment land resource both in these locations and elsewhere. They provide the potential for new and expanding firms in a variety of industrial and distribution sectors. However, significant investment is required to release this potential (Policies EDT5, EDT6 and EDT7).

5.23 As a result of re-structuring and redevelopment within the Port and Maritime Zone, in response to operational changes, it is estimated that some 12 hectares of land capable of accommodating additional warehousing may become available within the Port area during the Plan period. Policy EDT9 covers future development within this area.

5.24 The broad distribution of employment development opportunities is illustrated in Figure 5.2.

Implementation

5.25 This policy will be implemented mainly through regeneration initiatives.

Sustainability Appraisal

No changes needed.

Policy Links

RSS Policies -

- | | |
|-----|--|
| EC1 | Strengthening the Regional Economy; |
| EC2 | Manufacturing Industry; |
| EC7 | Bringing the Benefits of Economic Growth to Areas of Acute Need; |
| EC8 | Warehousing and Distribution; |
| UR5 | Existing Commitments in Development Plans. |

UDP Policy -

- | | |
|-----|-------------------------------------|
| UPI | Development in Urban Priority Areas |
|-----|-------------------------------------|

Strategic Employment Sites

Dunnings Bridge Corridor

5.26 A number of large industrial areas and business parks are situated on or adjacent

to Dunnings Bridge Rd, the A5036 trunk road, in Bootle and Netherton. Within this corridor three strategically important sites have been identified which have the potential to accommodate large scale development employing many people.

POLICY EDT3 STRATEGIC EMPLOYMENT SITES IN THE DUNNINGS BRIDGE CORRIDOR

1. The following sites are of strategic importance for economic development:

- | | | |
|--------|--|---------|
| EDT3.1 | Former Peerless Refinery & adjoining land, Dunnings Bridge Rd/ Lunt Avenue | 6.8ha |
| EDT3.2 | Atlantic Park, Dunnings Bridge Rd | 18.2 ha |
| EDT3.3 | Senate Business Park & Girobank, Bridle Rd | 15.6 ha |

The areas given for EDT3.2 and EDT3.3 are gross figures and include areas currently occupied.

2. Planning permission will be granted for business and industrial developments (Class B1 and B2) which meet all the following criteria:

- the proposal is for a large scale development of the whole site or a substantial part of it;
- if a partial development, it would not make it difficult to achieve an appropriate form of development on the remaining area; and
- the development is for a use which has a high employment to floorspace ratio.

3. Other development will only be permitted if it can be demonstrated that it would have major benefits for the regeneration of the area (including the visual and environmental enhancement of the Dunnings Bridge Road corridor and the creation of high quality skilled employment opportunities) and that it cannot be accommodated on any other more appropriate site.

4. The design of all development on these sites, particularly in relation to primary road frontages, must reflect their status and prominence.

Explanation

5.27 These are large sites, of which there is a shortage in the South Sefton area. They are very prominent, have good connections to the freight and motorway networks, and should be developed in a comprehensive manner. A high quality development is required fronting Dunnings Bridge Road. The development of these sites is crucial to the achievement of the Council's regeneration strategy.

5.28 Whereas it is intended that the former Peerless Refinery site (Site EDT3.1) and the Atlantic Park (Site EDT3.2) should be redeveloped primarily for industrial development, the Senate Business Park area (Site EDT3.3) is expected to be developed mainly for office uses.

5.29 The development of the former Peerless Refinery site will need to incorporate a suitable buffer between the site and the adjoining residential area to the south and west.

5.30 The redevelopment of the Atlantic Park will need to ensure the retention of the major existing occupier, Rolls Royce.

5.31 Site EDT3.3 incorporates the premises of Alliance and Leicester Girobank which employs some 2000 people. In order to make it easier to redevelop these premises, the Council has promoted the assembly of two sites on either side of these premises. These sites are available for office uses, call centre, high technology (Class B1) uses and other uses appropriate to a business park.

5.32 These key sites will make a significant contribution to regeneration and employment creation in the Urban Priority Areas. The types of development most likely to meet these objectives are business and industrial uses. Other types of employment-intensive development will only be permitted in exceptional circumstances where it can be demonstrated that this would make a major contribution to the Core Strategy of the Plan.

5.33 The Council will support appropriate action to overcome the impact of contamination or other constraints in order to ensure that these sites are capable of being developed for the intended purpose.

Implementation

5.34 Development Briefs will be prepared for these sites.

Sustainability Appraisal

No changes made as sustainable transport links are covered by policies AD1 'Location of Development' and AD2 'Ensuring Choice of Travel'.

Policy Links

T6 *Freight Distribution Network;*
AD2 *Ensuring Choice of Travel;*
AD3 *Transport Assessments;*
AD4 *Green Travel Plans*

Background documents

'Atlantic Gateway SIA: Integrated Development Plan', March 2001;
and 'Dunningsbridge Strategy and Action Plan', March 2001.

Southport Commerce Park

5.35 Southport Commerce Park is the largest industrial and business development site in the north of the borough, and is the only purpose built business park in Southport. The Commerce Park has a developable site area of 11.5 hectares, of which approximately 4.0 hectares have already been developed or are under construction, leaving a further 7.5 hectares available for development. The proposed extension to the Commerce Park covers a further 4.4 hectares, giving a total site area of 11.9 hectares.

5.36 At present approximately 200 people are employed on the Commerce Park. A further 550 jobs could be created when it is fully developed, and a further 300 jobs could be provided on the extension to the Commerce Park, providing a total of over 1,000 jobs.

POLICY EDT4 SOUTHPORT COMMERCE PARK

Planning permission will be granted for major employment generating development for business and light industrial (Class B1) uses on the Southport Commerce Park. Development on the Commerce Park extension will only be permitted if the development cannot be accommodated on the existing Park.

Explanation

5.37 This site is intended for locally based and footloose business (Class B1) uses wishing to locate in a high quality business environment. Planning permission will not normally be granted for general industry or storage and distribution (Classes B2 and B8 respectively) unless they are compatible with a business park setting.

5.38 The proposed extension to the Commerce Park will increase the developable area by a further 4.4 hectares. Development on the Commerce Park extension will only be permitted once the existing Commerce Park is substantially complete or the proposed development cannot be accommodated on the remaining undeveloped area.

Implementation

5.39 A Development Plan Document may be required to provide an updated development framework for this area and the adjoining Town Lane housing allocation.

Sustainability Appraisal

No changes made as design, landscaping and transport links will be covered in the development brief.

Policy Links

AD2 *Ensuring Choice of Travel;*
AD3 *Transport Assessments;*
AD4 *Green Travel Plan*

Background documents

'Town Lane, Southport Feasibility Study', Cass Associates, 2001

Industrial Development

5.40 The great majority of the existing and proposed industrial land is located in the south of the Borough, concentrated in large mixed industrial and warehousing areas in Bootle and Netherton. This reflects historic links with the port, the Leeds and Liverpool Canal and the former rail network. In the north of the Borough, and at Aintree and Maghull in the south, industrial and trading estates have been built more recently, particularly on the edge of settlements.

5.41 The designated Primarily Industrial Areas will continue to be the main focus for new business, light and general industry, both in the Strategic Employment Locations

and elsewhere. Many of these areas need comprehensive redevelopment, with improvements to the appearance of buildings and the spaces between them.

POLICY EDT5 PRIMARILY INDUSTRIAL AREAS

The Primarily Industrial Areas shown on the Proposals Map will continue to be the preferred location for new business, industrial, storage and distribution development (Class B1, B2 and B8 uses).

Other uses will only be permitted where it can be demonstrated that the proposal meets all of the following criteria:

- (a) it would not prejudice the availability of an adequate supply of land for business and industrial development;
- (b) it cannot be located on any other more appropriate site;
- (c) it would maintain an overall balance of uses and employment opportunities appropriate to a Primarily Industrial Area; and
- (d) it would assist urban regeneration

Explanation

5.42 The policy seeks to retain land for general business, industrial and other appropriate uses and to restrict non-industrial uses within these areas. This is a particular aim in the north of the Borough where the supply of industrial land is limited.

5.43 Primarily Industrial Areas have a key role to play in aiding regeneration, particularly in the south of the Borough. The priorities are:

- reclaiming, assembling and redeveloping land in order to bring vacant and under-used sites back into beneficial use and to provide jobs for the local community, and
- improving environmental quality.

5.44 In all locations, the role of these areas as a source of local employment must be protected. Existing employment uses will be encouraged to expand and modernise

particularly where this will result in an improvement to the local environment.

5.45 The Primarily Industrial Areas may be an appropriate location for local services requiring storage and workshop facilities. For example, tyre and exhaust dealers, plumbers and builders merchants, and waste management facilities may be acceptable, depending on local circumstances. Conditions may be imposed to limit the extent of any retail activity associated with these uses and the products which may be sold.

Implementation

5.46 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as design, transport and retail issues are covered by other Plan policies.

Policy Links

<i>EDT6</i>	<i>Development Sites within Primarily Industrial Areas;</i>
<i>EDT7</i>	<i>Improvement of Industrial Areas;</i>
<i>EDT18</i>	<i>Retention of Local Employment Opportunities;</i>
<i>EMW6</i>	<i>Waste Management Facilities;</i>
<i>G4</i>	<i>Development adjacent to the Leeds & Liverpool Canal.</i>

Background documents

'Atlantic Gateway SIA - Dunning's Bridge Corridor Strategy & Action Plan', March 2001.

POLICY EDT6 DEVELOPMENT SITES WITHIN PRIMARILY INDUSTRIAL AREAS

The following sites are allocated for business, industrial, storage and distribution development (Class B1, B2 and B8 uses) within the Primary Industrial Areas:

Site Ref.	Location	Area (ha)
EDT 6.1	Land east of Brasenose Rd, Bootle	0.2
EDT 6.2	Units 1-6, Pacific Rd, Bootle	0.2
EDT 6.3*	Land south of Deltic Way, Aintree	0.9
EDT 6.4*	Former Vestey Site, Bridle Rd, Netherton	6.8
EDT 6.5*	Rear of Atlantic Industrial Estate, Bridle Rd, Netherton	2.6
EDT 6.6	Rear of South Sefton Business Centre, Canal St, Bootle	0.7
EDT 6.7*	Farriers Way, Netherton	0.5
EDT 6.8*	Norwest Holst site, rear of Switch Cars, Dunning's Bridge Rd, Netherton	5.3
EDT 6.9*	Land south of Heysham Rd, Netherton	1.8
EDT 6.10*	Linacre Bridge, Linacre Lane, Bootle	0.9
EDT 6.11*	Former Parcel Force Site, Netherton Way	9.5
EDT 6.12	Former Sewage Works, Sefton Lane Industrial Estate, Maghull	0.6
EDT 6.13	Land at Stephenson's Way, Formby	0.4
EDT 6.14	Land at Crossens Way, Southport	1.5
EDT 6.15	Land at junction of Butts Lane & Foul Lane, Southport	1.0
EDT 6.16	Cobden Road, Southport	0.5
	TOTAL	33.4

Sites marked (*) are within the Strategic Employment Locations (Policy EDT1).

Explanation

5.47 There are sites within most of the Primarily Industrial Areas with potential for development or redevelopment. The majority of these sites are located in the south of the Borough, in the Dunning's Bridge Corridor and Netherton Industrial Areas (Policy EDT1),

where regeneration funding is available through the Atlantic Gateway Strategic Investment Area programme.

5.48 Other uses will only be permitted if they comply with the requirements of Policy EDT5.

Implementation

5.49 This policy will be implemented mainly through regeneration initiatives.

Sustainability Appraisal

No changes made as design and transport issues are covered by other Plan policies.

Policy Links

EDT5 Primarily Industrial Areas.

Background documents

Atlantic Gateway SIA - Dunningbridge Corridor Strategy & Action Plan, Sefton MBC March 2001;

Industrial Land Supply Update April 2001.

POLICY EDT 7 IMPROVEMENT OF PRIMARILY INDUSTRIAL AREAS

1. Development within the Primarily Industrial Areas, other than minor alterations to existing premises, will only be permitted:

- (a) where the proposal does not harm the amenity of any nearby residential area; and
- (b) where, if the opportunity arises, the proposal helps to improve the general environment of the area.

2. Development in the following locations should, where appropriate, help to enhance the environmental quality of, and restructure, these industrial areas:

- EDT 7.1 Orrell Mount, Bootle;
- EDT 7.2 Land adjacent to Acorn Way, Bootle;
- EDT 7.3 Heysham Rd, Netherton;
- EDT 7.4 Crowland St, Southport;
- EDT 7.5 Sefton Lane, Maghull; and
- EDT 7.6 Formby Industrial Estate.

3. Planning conditions or legal agreements will be used to achieve this.

Explanation

5.50 There is a need to upgrade the environment within existing industrial areas throughout the Borough, particularly where they adjoin residential areas. Improvements which may be sought as part of any new development in these areas could relate to:

- access or site layout;
- boundary treatments and landscaping;
- the appearance of existing buildings;
- the control of pollution; and
- the relocation or removal of harmful uses within the site.

5.51 In addition to the general requirements for development within the Primarily Industrial Areas, the areas specifically referred to in the policy suffer from a poor environment or contamination as a result of former uses. They also do not relate well to the adjoining residential areas and countryside. This results in the need to re-structure the areas and to secure environmental improvements to minimise their impact.

Implementation

5.52 The industrial areas at Orrell Mount (EDT7.1), adjacent to Acorn Way (EDT7.2) and Heysham Road (EDT7.3) lie within the Atlantic Gateway Strategic Investment Area where external funding is available to help bring about re-structuring and improvement. The East Sefton Business Village Partnership has recently been established to encourage economic regeneration, including environmental improvements to the Sefton Lane Industrial Estate. It is anticipated that similar proposals will be put in place to secure the improvement of the Formby Industrial Estate.

5.53 Supplementary guidance will be prepared for these areas which will set out how they are to be re-structured, and the environmental improvements which will be sought to upgrade these areas as part of an overall strategy, including the provision of buffer zones where there is a boundary with residential development.

Sustainability Appraisal

Policy title changed for consistency.

Policy Link

EDT5 Primarily Industrial Areas

Background documents

'Atlantic Gateway SIA - Dunningbridge Corridor Strategy & Action Plan', March 2001.

POLICY EDT8 BUSINESS AND INDUSTRIAL DEVELOPMENT OUTSIDE PRIMARILY INDUSTRIAL AREAS

1. Proposals to extend or change the use of existing business and industrial premises outside the Primarily Industrial Areas will only be permitted where they will not significantly harm the amenity of the surrounding area.
2. Where appropriate, improvements will be sought which enable:
 - (a) harmful uses within the site to be relocated or removed altogether;
 - (b) the appearance of existing buildings to be improved;
 - (c) boundary screening to be provided or improved;
 - (d) site layout and access to be altered.
3. Planning conditions or legal agreements will be used, where appropriate, to ensure that any improvements are implemented before the new development is brought into use.

Explanation

5.54 In Sefton there are many well-established industrial concerns that are located outside of the Primarily Industrial Areas, quite a few of which are on **backland sites**⁶ in residential areas. Whilst the contribution that these firms make to the local economy is acknowledged, the overriding concern in areas where there is residential accommodation or other sensitive uses is to protect their amenity.

5.55 Businesses in these areas may seek to expand or consolidate at their present location. Development which will have a minimal impact on the surrounding area will normally be acceptable. Development of a greater scale may also be acceptable particularly if, as a result of environmental

improvements, there would be no overall reduction in residential amenity. Some development may be welcome if activities or buildings which currently cause concern are re-located to a less intrusive location within the site, or are removed altogether.

Implementation

5.56 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy changed to clarify that the main focus is amenity.

Policy Links

DQ1 Design

R9 Edge-of-centre and Out-of-centre Retail Developments and Key Town Centre Uses

The Port and Maritime Zone

5.57 The main operational area of the Port of Liverpool is located in Seaforth and Bootle, and extends into north Liverpool. The Port is a trade gateway of regional and national significance. The operational area supports a cluster of over 200 port-related businesses employing up to 3,500 people. The future development strategy for the Port focuses on attracting businesses in the logistics and port-related manufacturing sectors. The docks have high-capacity rail freight facilities and enjoy good access to the strategic highway network. This gives them unique locational advantages on which future development should capitalise.

POLICY EDT9 THE PORT AND MARITIME ZONE

1. Within the Port and Maritime Zone defined on the Proposals Map, the following development is acceptable in principle:

(a) warehousing, light and general industry (Class B8, B1 and B2) uses, including the open storage of materials and temporary uses, which directly serve port operations or require a port location.

(b) port-related infrastructure, including rail facilities, power generation and waste management facilities, required for the safe and efficient operation of the Port.

(c) other types of development where there is a strong justification for location within the area because of their special nature or scale, and which would not prejudice the future development of the Port.

2. Development generating large movements of freight should wherever practicable be served by a direct rail link.

3. Proposals likely to affect the objectives or integrity of sites of local, national or international nature conservation interest will be assessed using Policy NCI.

4. Planning conditions or legal agreements will be used to limit the effects of noise, dust, smells or other forms of pollution on the amenity of other occupiers within the area or on adjacent communities.

5. Development adjacent to the A565 and at the entrances to the Port should make a positive contribution to the urban landscape.

Explanation

5.58 The Port and Maritime Zone includes the whole of the operational dock estate including the **Freeport**⁶. It also includes some non-operational areas on the west side of the A565(T) trunk road where the existing activities and physical character are strongly linked to the Port.

5.59 Outline planning permission for port-related warehousing and industrial development covers a significant part

of the area. A wide range of operational development is covered by the **permitted development**⁶ rights of the Port operator, the Mersey Docks and Harbour Company, and does not require planning permission. However, planning permission is required for any development which needs an Environmental Impact Assessment.

5.60 The Port and Maritime Zone is of strategic importance for employment and economic development. This policy provides a planning framework to support the key objectives and targets of the **Atlantic Gateway Strategic Investment Area**⁶. In particular, any new development should be designed so that it is sympathetic to the local environment and residents.

5.61 The strategy for the Atlantic Gateway Strategic Investment Area confirms that there will be scope for major restructuring in response to operational changes within the Port and Maritime Zone. It is estimated that some 12 hectares of land capable of accommodating additional warehousing will become available within the Port area as a result of re-structuring and redevelopment during the Plan period.

5.62 The Atlantic Gateway strategy also promotes the enhancement of the rail freight infrastructure within the Port and Maritime Zone and the connections to the West Coast Main Line. This is supported by the Local Transport Plan and the Freight Strategy of the Strategic Rail Authority.

5.63 Some types of development which are not directly port-related may be appropriate in this area. This includes development which by its nature is dependent on a coastal or maritime location. Examples of this type of development already permitted within the area are:

- the generation of wind power;
- support facilities for offshore oil and gas exploration; and
- major sewage infrastructure linked to cleaning up the Mersey Estuary.

Proposals of this type will be considered on their merits and against the general development criteria set out in this policy.

5.64 Seaforth Nature Reserve is a site of Local Biological Interest and is part of the Mersey Narrows **Site of Special Scientific**

Interest⁶, the Mersey Narrows and North Wirral Foreshore potential **Special Protection Area**⁶ and proposed **Ramsar site**⁶, and lies within the operational port area. Any development proposals likely to affect the objectives or integrity of these nature conservation designations will be assessed using Policy NCI, taking into account relevant national and international regulations. Development likely to have a significant effect on the international nature conservation interest will not be permitted unless it can be shown that there are no alternative solutions and there are reasons of over-riding public interest. The dock area also contains a number of listed buildings. Policy HC3 (Development or Change of Use Affecting a Listed Building) will therefore need to be taken into account.

Implementation

5.65 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as design is covered by CS3 'Development Principles' and DQ1 'Design'.

Policy Links

RSS Policy -

T6 Ports and Strategic Inland Waterways.

UDP Policy -

T6 Freight Distribution Network;

NC1 Site Protection;

CPZ1 Development in the Coastal Planning Zone

HC3 Development or Change of Use Affecting a Listed Building;

HC4 Development Affecting the Setting of a Listed Building.

Background documents

'Merseyside Freight Study' June 1999;

'Atlantic Gateway Strategic Investment Area: Integrated Development Plan', March 2001;

'Maritime Zone Study', April 2001

The Central Areas of Bootle and Southport

Bootle Central Area

5.66 The Central Area of Bootle is one of the Borough's most important employment areas where some 5,000 people work, mainly in retail services and public sector agencies. There are important links, both physically and functionally, between the various parts of the Central Area. Its main components are:

- the shopping centre focused on the Strand precinct;
- the Office Quarter focused along Stanley Road to the south;
- areas adjacent to the shopping centre and office precinct which support the central area; and
- well-established, stable pockets of older housing and new housing estates.

The Central Area is likely to be an area of significant development and change particularly within the Bootle Office Quarter. It is important that development proposals contribute to the regeneration strategy for the whole Central Area.

POLICY EDT 10 BOOTLE CENTRAL AREA - DEVELOPMENT PRINCIPLES

1. Development within the Bootle Central Area defined on the Proposals Map should be consistent with and where possible make a positive contribution to:

- (a) the economic function of the area in the retail, commercial, leisure and entertainment, public and professional service, and education sectors;
- (b) the attractiveness of the public realm, particularly in the main pedestrian areas and on key transport routes;
- (c) safe and convenient access to and within the Central Area for pedestrians, cyclists, public transport users and other essential traffic;
- (d) re-structuring the Office Quarter including improved physical and functional links with the shopping centre;
- (e) a high level of amenity for the residential areas within the Central Area;
- (f) re-using and redeveloping land and buildings to strengthen the mixed economic, cultural, service and residential functions of the area;
- (g) exploiting the canalside location of many development sites.

2. Planning conditions or legal agreements will be used in order to ensure all major development contributes, where appropriate, to improving public transport, the creation of new amenity space and the improvement of the public realm, the provision of public art and other environmental improvements.

This is a Part 1 policy.

Explanation

5.68 One of the key economic objectives of the regeneration strategy is to renew Bootle Town Centre in order to retain and attract business activity. A Master Plan for the regeneration and renewal of the area is being prepared to guide this change, to develop better links within the Central Area, and to improve the quality of the **public realm**⁶.

5.69 New development will be required to contribute towards meeting the principles set out in this policy. The scale and type of development and its location will determine which criteria the development should meet. As many of the sites in the area are Gateway sites, high design standards will be required.

5.70 The Office Quarter comprises a number of multi-storey office blocks, which are occupied mainly by government agencies and local authority services. Many of the buildings are approaching the end of their useful lives and will be redeveloped or refurbished during the Plan period. This will provide the catalyst for the Office Quarter to be more fully integrated into the Central Area and, in particular, to provide better links with the shopping area.

5.71 The shopping centre has benefited from regeneration and is relatively healthy, but further investment is essential to safeguard the retail and service functions of the centre, and the local jobs that depend on them. The Central Area suffers from a lack of commercial leisure developments which limits the time spent in the centre, particularly in the evenings.

5.72 The Central Area is the most accessible part of the Borough by public transport, with a high frequency of bus services on Stanley Road, a modern bus station and two rail stations on the Merseyrail Northern Line. The Council has recently approved a transport strategy for the Central Bootle area. This contains a series of measures aimed at improving the environment of the Stanley Road corridor for buses, pedestrians and cyclists and restricting the number of parking spaces to current levels.

5.73 There will be scope for new uses as a result of redevelopment or as vacant sites and buildings are brought back into use. These could include business and office uses; commercial developments such as car showrooms, bars and restaurants; leisure and recreational uses; civic, community, health and educational facilities; and residential institutions and day nurseries.

5.74 There are also a number of well established older residential areas and new housing estates within the Central Area. These areas will continue to be protected from change, and their residential amenity will be safeguarded.

5.75 The Central Area is located within the Housing Market Renewal Pathfinder Area. In order to positively assist the regeneration of these areas, care will need to be taken towards the edge of the Central Area to ensure that new development does not prejudice redevelopment or detract from the amenity of the surrounding areas.

Implementation

5.76 Supplementary Planning Guidance based on the Master Plan has been prepared. It will ensure that future development within the Central Area is compatible with the South Sefton Regeneration Strategy and the emerging Neighbourhood Development Plans for the Housing Market Renewal Pathfinder Area. The SPG incorporates land use proposals and indicates how contributions for improvements to public transport, the public realm and off-site parking requirements will be calculated in line with the advice set out in Circular 05/05. Development Briefs will be produced for key sites. The policy will be implemented through the development control process.

Sustainability Appraisal

Policy changed to refer to need for improvements to transport and amenity space.

Policy Links

RSS Policy -

EC9 *Town Centres - Retail, Leisure and Office Development.*

UDP Policies -

UPI *Development in Urban Priority Areas;*

EDT11 *Development In Bootle Office Quarter;*

EDT12 *Bootle Central Area Opportunity Sites;*

T1 *Transport Network Priorities;*

T5 *New Car Parks in Designated Areas.*

Background documents

'Atlantic Gateway SIA - Bootle Town Centre Strategy and Action Plan', March 2001

POLICY EDT 11 DEVELOPMENT IN THE BOOTLE OFFICE QUARTER

1. Within the Bootle Office Quarter shown on the Proposals Map, planning permission will be granted for the refurbishment of existing offices and the erection of new offices.

2. Land is allocated for office development at the following location:

**EDT 11.1 Land adjacent to
St John's House,
Merton Road** **Up to
35,000m²**

3. Other uses which support the office or business use of the area will be permitted provided that they do not undermine the economy of the Office Quarter.

4. Residential development will be permitted provided that:

- (a) the development will not prejudice the economic regeneration of the area; and
- (b) amenity and design requirements can be met.

Explanation

5.77 Many of the offices in this area were built during the 1960s and 1970s and are ill suited to current needs.

5.78 Despite a national trend of steady growth in the office sector, employment in this sector in Bootle has decreased by 17.5% between 1991-2001. Action is needed to ensure that key office uses do not move out of Bootle. The consequent loss of jobs would have a serious impact on the local economy. It could also have an impact on the shopping centre as a result of the lost spending power.

5.79 The aim of the regeneration strategies for this part of the Central Area is to provide a flexible framework for redevelopment which also enables the better integration of this area into the town centre. In particular, this includes the provision of improved links to the public transport network and the creation of an improved environment along Stanley Road.

5.80 The process of redevelopment has already started as the original St John's

House has been demolished following the construction of a replacement low rise office block. Office development has been completed on land between St Albans Road and Pembroke Road, and a further 35,000m² could be erected adjacent to the replacement St John's House.

5.81 This will enable strategic office employers to relocate from their present out-dated offices into purpose-built accommodation. It will also help concentrate office accommodation into a more compact area closer to the shopping centre.

5.82 The process of renewal and restructuring may mean less land is required for offices. This could create opportunities for new housing, either on vacated sites or as part of a mixed use development. However, housing will only be permitted where it will not prejudice the economic regeneration of the area, and where an acceptable residential environment can be achieved. The Council will also allow other uses within this area, such as sandwich bars and day nurseries, which support the Office Quarter.

Implementation

5.83 This policy will be implemented through the provision of development briefs and the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

EDT10 *Bootle Town Centre Development Principles;*

AD2 *Ensuring Choice of Travel;*

AD3 *Transport Assessments;*

AD4 *Green Travel Plans.*

Background documents

'Atlantic Gateway SIA - Bootle Town Centre Strategy and Action Plan', March 2001

POLICY EDT 12 BOOTLE CENTRAL AREA OPPORTUNITY SITES

1. Retail development and other uses including offices, leisure and cultural uses will be permitted on the following sites:

EDT 12.1 Land at Strand Rd / East of Stanley Rd

EDT 12.2 Land adjacent to The New Strand Shopping Centre

2. Housing and community facilities will also be permitted provided that the location of these uses would not make it more difficult to secure the overall development of the site for a commercial, leisure or cultural purpose.

Explanation

5.84 Both sites are suitable for either a single use or a mix of uses, including retail and commercial leisure. A description of individual sites, including development requirements and constraints is contained in Appendix 2 'Opportunity Sites'.

5.85 In particular, retail development on Site EDT12.1 would complement the role of the New Strand Shopping Centre and strengthen the retail frontage on Stanley Road (Policy R4).

5.86 There is currently a limited provision of commercial leisure and further development would encourage more people to visit the town centre in the evening.

5.87 The development of upper floors and secondary locations for residential use will also be encouraged.

5.88 Site EDT12.2 contains the main post office in Bootle Town Centre as well as the Bootle Delivery Office. Arrangements must be made for the alternative provision of both services. Whilst the Post Office must be re-located within the Town Centre, it may be possible to relocate the Delivery Office to a site in the vicinity of the Town Centre.

5.89 Development of both sites must take advantage of their canalside locations.

Implementation

5.90 Development briefs will be prepared for these sites.

Sustainability Appraisal

No changes needed.

Policy Links

UPI *Development in Urban Priority Areas;*

EDT10 *Bootle Central Area Development Principles;*

R4 *Bootle Town Centre;*

G4 *Development Adjacent to the Leeds and Liverpool Canal.*

Southport Central Area

5.91 Southport Town Centre and the adjacent Resort and Seafront Areas are major employment areas where some 12,000 people work. The area contains the largest shopping centre in Sefton, and is the second most popular coastal resort in the North West, after Blackpool. Its main components are:

- the shopping centre focused on Lord Street and the Chapel Street areas;
- the Seafront area, which is undergoing considerable investment and renewal;
- a thriving office area concentrated on Hoghton Street;
- a civic and cultural area which includes the Town Hall and the Atkinson library and art gallery;
- areas containing secondary shopping frontages and other uses which support the Central Area;
- the 'resort area' between Lord Street and the Seafront where holiday accommodation, traditional seaside activities and leisure and entertainment facilities are concentrated;
- the restaurant and nightclub area focused on the West Street and Kingsway area;
- major areas of greenspace, including the parks and gardens on Lord Street and within the Seafront, and the Marine Lake; and
- well-established pockets of older housing.

5.92 Regional Spatial Strategy recognises that there is a need for better communication links between Southport and its wider sub-region. The Council's intention to pursue a review of strategic accessibility to Southport is set out in paragraph 8.7 of the Transport Infrastructure chapter.

POLICY EDT 13 SOUTHPORT CENTRAL AREA DEVELOPMENT PRINCIPLES

1. Development in the Southport Central Area, which includes the Town Centre, Resort Area and the Seafront Area which is defined on the Proposals Map, should be consistent with and where possible make a positive contribution to:

(a) the economic function of the area in the retail, commercial, tourism, leisure and entertainment, cultural, civic, public and professional service and education sectors;

(b) the attractiveness of the public realm, particularly in Lord Street and the Seafront, and the streets linking these areas, the main pedestrian areas and on key public transport routes;

(c) the historic character of the Lord Street and Promenade Conservation Areas;

(d) safe and convenient access to and within the Central Area for pedestrians, cyclists, public transport users and other essential traffic and, in particular, between the principal shopping streets and the Seafront;

(e) encouraging mixed use developments and the more effective use of upper floors, especially for residential purposes;

(f) maintaining the amenity of the residential areas within and adjacent to the Central Area;

(g) re-using and redeveloping land and buildings for activities which strengthen the mixed economic, cultural, service and residential function and wider role of the area.

2. Planning conditions or legal agreements will be used, where appropriate, to:

(a) improve the public space in the Seafront area and its surroundings including the provision of public art;

(b) protect and enhance historic and natural features, including the Seafront parks and gardens and Marine Lake;

(c) repair and reinstate canopies on Lord Street and adjacent roads;

(d) provide improved facilities for visitors and users;

(e) improve the overall environment, provide public art and enhanced lighting, and increase the opportunities for informal recreation;

(f) provide improved links between the constituent parts of the Central Area, particularly for pedestrians, cyclists and public transport;

(g) provide improved access for all to and within the Town Centre and Seafront areas, and;

(h) contribute to improvements to the public transport network or the provision of the proposed Park & Ride site at Kew.

This is a Part I policy.

Explanation

5.93 Although Central Southport is the largest shopping centre in Sefton, the Central Area has a far wider function. It contains many civic, cultural, entertainment, offices, leisure, and higher educational uses which are major employers, form an integral part of the town centre and need to be accessible to a large number of people.

5.94 It is also an important focus for tourism. The Council will encourage the provision and improvement of hotels and other facilities which will help attract tourists to Southport. Many of Southport's hotels and guest houses are concentrated in the Southport Resort Area. The area is undergoing significant re-structuring in response to changing requirements for holiday accommodation. The overall number of guest houses and hotels has decreased, but those that remain are being modernised to provide en-suite accommodation. This trend is likely to continue.

5.95 As well as supporting thriving tourism and retail sectors, the Central Area of Southport is a major administrative centre. Because many people move to Southport to retire, the health and social care sector also forms an important part of the local economy. This diversity of uses and the thriving **evening economy**⁶ makes an important contribution to the centre's vitality and viability.

5.96 Two Conservation Areas cover a significant proportion of the Central Area: the Promenade and Lord Street Conservation Areas. Parts of both Conservation Areas are within the Townscape Heritage Initiative Scheme which is funded by the Heritage Lottery Fund. Other funding is also being sought, which could mean that £1.7 million is available for this purpose. It will strengthen and enhance the links between the Town Centre and the Seafront, increase economic activity, and support tourism-related activities in Southport. This will be achieved through a combination of repair, conversion and reinstatement of historic features and re-use of key properties which, together with a programme of enhancement works to the public realm, will create a self-sustaining mix of uses within a high quality environment.

5.97 There are a number of well established older residential areas within the Central Area. These areas will continue to be protected from change, and their residential amenity will be safeguarded.

5.98 There is considerable scope for the conversion of upper floors above shops and other commercial uses into flats within the Central Area. The positive use of these areas not only provides an income to help maintain the fabric of a building, it also provides better security in the town centre as a result of greater activity, and provides housing in a highly accessible location. Proposals which are acceptable in principle should comply with the details set out in Supplementary Planning Guidance Note 'New Residential Development'.

5.99 It is not anticipated that there will be any major land use change within the Central Area during the Plan period. However, there is a need to improve accessibility within the centre and to adjoining areas including the Seafront for all means of transport including pedestrians and cyclists. In recent years there has been a significant investment in enhancing the **public realm**⁶ e.g. Town Gardens. This will continue to be a priority. A Master Plan has been prepared for the Seafront Area and a further strategy for the whole of the Central Area will be prepared to provide a broad framework for future development.

5.100 Development will be required to contribute towards meeting the broad aims set out in this policy. The scale and type of development and its location will determine which criteria the development should meet.

Implementation

5.101 Supplementary guidance will be prepared to set out key principles of development and show how contributions to meeting the aims of this policy will be calculated, in line with the advice in Circular 05/05. Development Briefs will be produced for key sites.

Sustainability Appraisal

No changes made as development briefs will cover design and high profile nature of the Area.

Policy Links

RSS Policies -

EC9 *Town Centres - Retail, Leisure and Office Development;*

EC10 *Tourism and Recreation.*

Background Documents

'A New Vision for Northwest Coastal Resorts', NWDA, March 2003

Southport's Resort Facilities

5.102 Southport is the second most popular coastal resort in the North West, after Blackpool. Some 4.2 million adult visitors currently visit Southport each year. Many are drawn by Southport's traditional seaside attractions and the leisure and entertainment facilities found in the Seafront area. The Seafront is also an important informal recreation area for local residents.

POLICY EDT14 SOUTHPORT RESORT AREA

1. Within the Southport Resort Area, shown on the Proposals Map, development will be permitted which maintains and enhances the area's tourist function.

2. Bars and nightclubs will only be permitted within the area bounded by Kingsway, the Promenade, Nevill St & West St.

3. Amusement centres will be permitted on Coronation Walk, Scarisbrick Avenue and Nevill Street provided that:

(a) it would not result in an entire block being dominated by amusement centre uses; and

(b) it can be clearly demonstrated that they would not cause harm to the amenity of neighbouring uses or to the character of the Conservation Areas.

Explanation

5.103 Southport has a thriving **evening economy**⁶. However, in order to minimise the potential for late night disturbance to holidaying families and residents, and to assist the policing of these uses, proposals for additional bars and nightclubs will only be acceptable in a defined part of this area.

5.104 Coronation Walk, Scarisbrick Avenue and Nevill Street are the key links between the retail and tourist areas of Southport. Taking account of the advice in Annex D of PPG6 these streets are considered to be appropriate locations for amusement centres, as such uses in these areas would not harm the overall retail character of the Town Centre.

5.105 Amusement centres are seasonal in nature and so the policy seeks to ensure that they do not dominate an entire street frontage which would lead to the street having little vitality in the low season. It is also important that amusement centre uses do not harm either the amenity of neighbouring uses or the character of the Lord Street and Promenade Conservation Areas in which these streets are located.

5.106 For the purposes of this policy, entire

frontages will be taken to be:

- Coronation Walk (north east side): between Lord Street and West Street, and between West Street and the Promenade;
- Scarisbrick Avenue (each side): between Lord Street and West Street, and between West Street and the Promenade;
- Nevill Street: (south-west side): between Lord Street and West Street;
- Nevill Street (north-east side): between Lord Street and Bath Street and between Bath Street and the Promenade.

Implementation

5.107 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

RSS Policy -

EC7 *Tourism and Recreation;*

UDP Policies -

EDT13 *Southport Town Centre Area - Development Principles;*

EDT15 *Southport Seafront.*

R2 *Southport Town Centre*

Background documents

Planning Policy Guidance Note 6: 'Town Centres and Retailing', 1996;

'Tourism Strategy for Sefton', June 2001;

'Southport Seafront - A Business Plan for the Next Decade', Sefton MBC / GVA Grimley, June 2001

Southport Seafront

5.108 The Seafront attracts large numbers of visitors. However, significant parts of the infrastructure and facilities remain outdated, despite the substantial amount of investment (over £50m) which has taken place over recent years. A number of projects in the Seafront area have recently been completed or are coming to fruition. These include the provision of a new sea wall and promenade, the restoration of Southport Pier and a new marine bridge.

5.109 This level of investment will need to continue if Southport is to remain one of the principal tourist destinations in the region. A Strategy for the Seafront area has been prepared which will guide investment over the next ten years.

POLICY EDT15 SOUTHPORT SEAFRONT AREA

1. Within the Southport Seafront Area proposals which provide any of the following will be permitted:

- (a) new or improved leisure and recreation facilities;
- (b) hotel and other similar accommodation; and
- (c) facilities for conferences, events and exhibitions.

2. Permanent residential development, further retail development, or other development which would harm the character of the Seafront or its function as a regional visitor attraction will not be permitted.

Explanation

5.110 Although there has been considerable investment in existing hotels and guest houses, there remains a need for a greater range and quality of hotel accommodation to encourage more overnight visitors, and to develop the conference market.

5.111 The replacement of the Marine Parade bridge will stimulate a further set of proposals. This will help improve the integration of the Seafront area with the Town Centre, and enable the introduction of bus services and other sustainable transport into the area.

5.112 The Plan has a role in maintaining this momentum. It will do this by:

- ensuring that its land use strategy assists appropriate investment in and adjacent to the Seafront area; and
- providing a framework which enables all development to contribute to the improvement of the Seafront area.

A Master Plan 'A Vision for Southport Seafront' has been prepared to provide this guidance.

5.113 There are extensive areas of high quality urban greenspace in the Seafront area. It also includes a Conservation Area which contains two listed parks (Kings Gardens and South Marine Gardens), as well as Princes

Park and Victoria Park, the home of the Southport Flower Show. The character and public enjoyment of these areas must be protected and enhanced by all development proposals.

5.114 This area also contains the Marine Lake, which is one of the largest marine lakes in the North West and is the Seafront's most prominent physical asset. It is a significant visitor attraction and focus for watersports and informal recreation.

5.115 Links to the town centre need to be improved. The Local Transport Plan and Transis 2010 contain a number of key measures relating to the Seafront area. These include:

- promoting and upgrading the existing park-and-ride facilities;
- providing improved links for pedestrians and cyclists to the town centre; and
- providing bus services to key attractions.

Implementation

5.116 Supplementary Planning Guidance based on the Master Plan has been prepared to incorporate the land use proposals and how contributions for improving the Seafront area and links to the Central Area will be calculated, in line with the advice set out in Circular 05/05. Development briefs will be produced for key sites. This policy will also be implemented through the development control process.

5.117 The Southport Seafront SPG also provides guidance on where development may be allowed on greenspace and sets this within a framework of overall enhancement of greenspace within the Seafront.

Sustainability Appraisal

No changes made as development briefs will cover design and the high profile nature of the Seafront.

Policy Links

RSS Policy -

EC10 Tourism and Recreation;

UDP Policy -

EDT13 Southport Central Area Development Principles;

EDT14 Southport Resort Area;

T1 Transport Network Priorities;

NC1 Site Protection;

CPZ1 Development in the Coastal Planning Zone;

G1 Protection of Urban Greenspace;

HCS Historic Parks and Gardens.

Background documents

'A Vision for Southport Seafront: Final Masterplan', Sefton MBC / Scott Wilson Urban, June 2003;

'Southport Seafront Strategy', Sefton MBC / GVA Grimley, June 2001;

'Merseyside Local Transport Plan', July 2000;

'TRANSIS 2010: Southport Transportation Strategy', Oct 1998

Other Economic Development Potential

5.118 There are a limited number of additional locations and sites where there is potential for new economic development, but where the range of development options is greater or a degree of uncertainty remains about the development potential. These include:

- areas where there is currently a diverse mix of activities in which some further economic development may be appropriate
- specific sites where economic development could take place on part of the site.

**POLICY EDT16
MIXED USE AREAS**

1. Within the Mixed Use Areas listed below, permission will be granted for business and office uses, light industry, commercial development, leisure and recreation uses, civic, community, health and educational facilities, residential institutions and other uses which complement the character of the area:

- EDT 16.1 Waterloo;
- EDT 16.2 Copy Lane, Netherton;
- EDT 16.3 Land to the West of Ormskirk Road, Aintree; and
- EDT 16.4 Switch Island, Aintree.

2. Retail, recreational and leisure development, including extensions to existing premises, will not be permitted unless the development meets the criteria contained in Policy R9 (Edge-of-centre and Out-of-centre Retail Development and Key Town Centre Uses) and Policy G6 (Built Recreational Facilities).

Explanation

5.119 The Waterloo Mixed Use Area is an area which has developed along Crosby Road North, close to the District Centre. Whereas offices dominate in the north and south, the central area has a much more varied character; containing civic, cultural and health uses, as well as a number of residential institutions. It is important to the local economy that the offices in this area are retained.

5.120 The Copy Lane Mixed Use Area contains a police station, hotel and a sports and rehabilitation centre. It is not envisaged that the make up of this area will change significantly during the Plan period.

5.121 The area of land located between Ormskirk Rd and the Liverpool / Ormskirk railway at Aintree contains a variety of uses including builders' merchants and tyre depots. It is not anticipated that there will be much re-structuring within this area during the Plan period, and the current mixture of land uses is likely to be largely maintained.

5.122 The Switch Island area is bounded by

the M57 motorway, the A59(T) trunk road and the Liverpool - Ormskirk railway, and is dominated by a superstore and a major electricity substation. The potential for further development is limited. However, the site could accommodate a hotel.

Implementation

5.123 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as design and transport are covered by other Plan policies.

Policy Links

- R9 Edge-of-Centre and Out-of-Centre Retail Development and Key Town Centre Uses.
- G6 Built Recreational Facilities

**POLICY EDT 17
EMPLOYMENT OPPORTUNITY
SITES**

1. The following sites are suitable in whole or in part for business, industrial, and storage and distribution (Classes B1, B2 and B8) uses:

- EDT 17.1 Land South of Aintree Curve, Netherton;
- EDT 17.2 Linacre Lane Gasworks, Bootle.
- EDT 17.3 Land bounded by Hawthorne Rd/ Linacre Lane/ Aintree Rd/ Vaux Crescent (Peoples Site)

2. Planning conditions or legal agreements will be used to ensure that the development of these sites for employment purposes contributes to the regeneration of the area.

Explanation

5.124 The sites listed above are suitable, in whole or in part, for development which generates employment. A description of the individual sites, including development requirements and constraints, is contained in Appendix 2 'Opportunity Sites'. If part of these sites is developed for housing, this may preclude the development of the remainder of the site for class B2 or B8 uses.

5.125 Sites EDT17.2 and EDT17.3 may also be suitable for residential development to help facilitate clearance in the nearby **Housing Market Renewal Pathfinder Area**⁹, subject to an assessment of constraints including the level of contamination and the costs of remediation.

Implementation

5.126 Development Briefs will be prepared for these sites.

Sustainability Appraisal

No changes made as residential use is referred to in the explanation.

Policy Links

- UP1 Development in Urban Priority Areas;
- H6 Housing Opportunity Sites.

**POLICY EDT18
RETENTION OF LOCAL
EMPLOYMENT OPPORTUNITIES**

1. Proposals for non-employment uses which involve the loss of land and/or buildings which are either currently used for or were last used for industrial, business, office or other employment uses, will only be permitted where it can be demonstrated that the proposal:

- (a) would not result in the loss of employment or buildings of a type for which there are insufficient alternatives available locally; or
- (b) would fully compensate for the permanent loss of the site for employment generating uses, or
- (c) would replace an employment use that is seriously detrimental to local amenity and the local environment

2. Planning conditions or legal agreements will be used to ensure the above is achieved.

Explanation

5.127 The aim of the policy is to ensure that a choice and mix of sites for employment use is retained. Sites last used for employment (including, but not restricted to, Class B1, B2, B8 uses) may be able to be developed for non-employment uses in certain circumstances. Redevelopment for alternative

uses (i.e. non-industrial, business, office or other employment generation uses) will only be permitted if the development of the site will demonstrably assist in the regeneration of the area and will not result in an unacceptable loss of employment in the locality.

5.128 Where there is a demonstrable loss of jobs (within Class B of the Use Classes Order) developers will be expected to contribute to industrial, business, office or other employment uses, either within the site or in the locality. This could take the form of physical or financial contributions to economic development, job creation or retention, training or related initiatives that will assist in bringing equivalent economic benefits to the area in which the development is located. These will relate directly to the scale and type of proposed development.

5.129 The preferred contribution is to include employment generating uses as part of the redevelopment of the site, but provision could be made off-site. A further option is that the Council could be paid a commuted sum to fund employment generating uses in the locality.

5.130 Any new buildings for employment related uses, or commuted sum, should reflect the loss of employment associated with the development.

Implementation

5.131 Supplementary guidance will be prepared to explain in detail how the policy will be implemented.

Sustainability Appraisal

Details regarding the time period since last use and the criteria for evaluating economic cost/benefits should be incorporated into policy or guidance.

Policy Links

CS1	Development & Regeneration;
UPI	Development in Urban Priority Areas;
EDT5	Primarily Industrial Areas;
H6	Housing Opportunity Sites.

HOUSING REQUIREMENT AND SUPPLY

- H1 Housing Requirement (Part I policy)**
- H2 Requirement for Affordable, Special Needs and Key Worker Housing**
- H3 Housing Land Supply**
- H4 Land at Town Lane, Southport**
- H5 Land to the west of Southport and Formby District General Hospital**
- H6 Housing Opportunity Sites**

NEIGHBOURHOOD RENEWAL

- H7 Housing Renewal, Clearance and Regeneration (Part I policy)**
- H8 Redevelopment within the Pathfinder Area**
- H9 Hawthorne Road / Canal Corridor**

DEVELOPMENT PRINCIPLES

- H10 Residential Development and Development in Residential Areas**
- H11 Mixed Use Development Sites incorporating Housing**
- H12 Residential Density**

Objectives

- to ensure that adequate provision is made for additional housing, including affordable housing, having regard to Regional Spatial Strategy.
- to identify areas for clearance and replacement of homes which are unfit or where improvement is no longer practicable.
- to encourage innovative design, the efficient use of land and maintain residential amenity.

Indicators

- 6.1 The ratio of net new housing to the planned provision figures set out in Policy H3 (net = total new/converted dwellings less clearance losses).
- 6.2 Proportion of new housing built on previously developed land and through the conversion of existing buildings.
- 6.3 The number of new affordable housing units provided as a result of Policy H2.
- 6.4 The proportion of housing built at a net density of:
- Less than 30 dwellings per hectare
 - 30-50 dwellings per hectare
 - Above 50 dwellings per hectare.
- 6.5 The percentage of housing at net densities of:
- Less than 30 dwellings per hectare
 - 30-50 dwellings per hectare
 - Above 50 dwellings per hectare in the locations most accessible by public transport

Key Partners

National House-Building Council; Housing Developers; Housing Corporation and Registered Social Landlords.

Introduction

6.1 Meeting housing needs is basic to enjoying a good quality of life. New housing and renewal of existing housing are vital in bringing about regeneration, particularly in the Urban Priority Areas in the south of the Borough.

6.2 The Plan has two key roles to play in providing for housing needs:

- ensuring that sufficient land is available in sustainable locations to meet Sefton's needs, including affordable and special needs housing, to 2016.
- providing a framework to help regenerate older housing areas, including improving and redeveloping them.

6.3 This chapter contains policies relating to providing and redeveloping housing. Policies on design and open space provision, house extensions and the conversion of buildings to form flats and bedsits are contained in Section D of the Plan.

6.4 It is also important that new housing in the Borough is of a high standard. This includes ensuring that it is energy efficient. This will not only contribute to meeting environmental targets but also will allow the residents of new homes to benefit from lower energy costs. Policies relating to this are contained in Chapter 16 of the Plan.

Housing Requirement and Supply

6.5 Regional Spatial Strategy provides the framework within which Sefton's housing requirements are agreed.

6.6 In particular, RSS Policy UR7 'Regional Housing Provision', advises that Sefton should make provision for new housing at an annual average rate of 350 dwellings net of clearance. Paragraph 5.32 of RSS states that annual build rates should only apply to the period up to 2006. Where Plans extend beyond 2006, they should continue to provide dwellings at the same rate until any different rate is adopted following a future review of RSS.

6.7 RSS establishes a Merseyside-wide target (excluding the inner core of Liverpool) that 65% of new house building should take place on previously-used ('brownfield')

land. It emphasises the need for a co-ordinated approach between Councils in the Merseyside region and for careful monitoring to ensure this target is achieved.

POLICY H1 HOUSING REQUIREMENT

1. During the period 2002-2017, provision will be made for housing at an average annual rate of 350 dwellings each year net of miscellaneous demolitions.
2. In addition, provision will be made for up to 500 dwellings in South Sefton to cater for off-site clearance replacement requirements in accordance with Policy H7.

This is a Part 1 policy

Explanation

6.8 Government planning policy and the Regional Spatial Strategy (RSS) recommend that the release of land to meet future housing needs should be monitored and managed. This is to avoid over-commitment given the uncertainty of long-term projections. This will ensure that the regional strategies for regeneration, particularly within the inner core of Liverpool and South Sefton, are met, and that better use is made of previously developed land and existing buildings. Policy H3 sets out how Sefton's housing requirement will be met until 2006 or until such time as a different annual average rate is adopted following any future review of RSS.

6.9 Approximately 30 dwellings are demolished each year to facilitate redevelopment, or to enable a more intensive form of residential development to take place, or to provide access into a larger area. The number of dwellings lost as a result of these miscellaneous demolitions is monitored annually. As the majority of these dwellings were occupied prior to their demolition, an allowance for them will need to be subtracted from the total number of dwellings built each year to provide the net annual provision required by the RSS.

6.10 In addition to meeting the general housing provision set out in RSS, there is an additional requirement to provide for off-site clearance replacement (see Policy H7) in the **Housing Market Renewal Pathfinder Area**⁶. If

2,000 dwellings are demolished over the Plan period, as is currently estimated, it is likely that some 400 dwellings will need to be provided on other sites to meet this need.

Implementation

6.11 The Council will produce quarterly Monitoring Reports to ascertain how the number of houses being built relates to these requirements, to ensure that the target for each year is not materially exceeded.

Sustainability Appraisal

No changes needed.

Policy Link

RSS Policies:-

UR4 *Setting Targets for the Recycling of Land and Buildings*

UR7 *Regional Housing Provision*

UDP Policies:-

UP1 *Urban Priority Areas*

H3 *Housing Land Supply*

H7 *Housing Renewal, Clearance and Regeneration*

Background documents

Planning Policy Guidance Note 3 'Housing', 2000;

Regional Spatial Strategy for the North West, March 2003;

NewHeartlands Prospectus, October 2003.

POLICY H2 REQUIREMENT FOR AFFORDABLE, SPECIAL NEEDS AND KEY WORKER HOUSING

1. Affordable housing and housing for people with special needs will be sought as part of proposals for 25 dwellings or more, or on suitable sites of 1 hectare or more irrespective of the number of dwellings, where there is a proven need and where it will be viable.

2. The affordable housing should be made available for local residents in proven housing need who cannot afford to rent or buy houses through the open housing market.

3. Key worker housing for specific groups will also be permitted where there is a proven housing need and the provision is required in the local area

4. Mechanisms will be put in place to ensure that the affordable housing provided remains available for initial and subsequent occupiers as long as a need exists.

5. Sites should be within easy reach of local services such as schools, shops, medical facilities and public transport.

Explanation

6.12 The need for affordable housing and housing for people with special needs is a **material planning consideration**⁶. Its provision is one of the Government's objectives set out in PPG3 'Housing', in order to ensure that the housing needs of the whole community are met. This includes requirements for both private and public sector housing.

6.13 The vast majority of homes to be built over the Plan period are likely to be constructed by the private sector with a limited contribution from registered social landlords¹ (RSLs). This is mainly due to the relative profitability and strong financial resources of the private housebuilding industry compared to the limited financial resources of RSLs. As a result, only a small proportion of the identified need for affordable, special needs and key worker

¹ Formerly known as housing associations

housing can be provided solely by RSLs, for example through building new dwellings, conversion of existing dwellings and the purchase of market housing. Instead, a large proportion of this type of housing will have to be provided by private developers through this policy, preferably in partnership with RSLs.

6.14 A Housing Needs Assessment Update was completed in 2005, and this will be used to justify any requirements for affordable housing, special needs housing and key worker housing, which will be sought through the planning process. The update indicated an overall need for 1261 affordable housing units to be provided in Sefton each year if all affordable housing needs are to be met. The update concluded that most of the requirements of people with special housing needs could be met by adaptations to their existing homes, rather than generating a need for new/replacement housing. The need for affordable housing is a substantial increase from the 2003 Update's figure of 617 affordable houses per year, and can be explained by the rapid rise in property prices compared to average incomes and a decrease in available affordable housing. Need is most severe in the Southport area, but significantly there is now need in the Bootle area, which had shown a surplus of affordable housing in 2003. In the light of the high affordable housing requirement shown, the Council will need to maximise the provision of affordable housing from all available sources, particularly through RSLs working in partnership with the private sector. Housing provided in accordance with this policy will not be subject to the restrictions imposed by Policy H3.

6.15 According to Government guidance in Circular 6/98, affordable housing includes both low-cost market and subsidised units that will be available to people who cannot afford to rent or buy houses generally available on the open market. If low cost market housing is provided, mechanisms will need to be put in place to ensure that such housing remains affordable for as long as a need exists. The type of tenure, ownership (whether exclusive or shared), or financial arrangements do not matter. The 2005 update recommends that 89% of the affordable housing provision should be in the social rented sector, with 11% 'intermediate' housing, priced midway between social rents and the minimum cost of (second hand) market housing. The 2005 update suggests that the shortfall in affordable housing is most acute for smaller (one and two bedroom) properties, although needs

will vary in different areas due to differences in the composition of the housing stock. The need for affordable, special needs and key worker housing may change during the plan period, and the need for further updates will be assessed against the most up-to-date information available to the Council as part of the preparation of its Annual Monitoring Report.

Implementation

6.16 This policy will be implemented through the development control process. A Supplementary Planning Document (SPD) will be produced to indicate how the policy will be implemented in different parts of the Borough, as informed by the Housing Needs Assessment update 2005, and monitored and reviewed in the light of any subsequent survey or update. The SPD will set out how the requirement for affordable housing will differ in different parts of the borough according to identified need, it will identify indicative provision on allocated sites where appropriate and define affordable housing by drawing upon local survey evidence and conclusions set out in the 2005 update. However this policy will not be implemented until such time as a SPD has been produced and approved by the Council (preparation commenced mid 2006). The SPD will be taken forward as a Development Plan Document in due course.

Sustainability Appraisal

Recognition is now given to key workers as having a specific housing need, additional to the need for affordable and special needs housing.

Policy Link

RSS Policy -

UR9 Affordable Housing

Background documents

Regional Spatial Strategy for the North West

Region, March 2003;

Planning Policy Guidance Note 3 'Housing', 2000;

Circular 06/98 'Planning and Affordable Housing';

Housing Needs Assessment update, White Young Green/SMBC, 2005.

POLICY H3 HOUSING LAND SUPPLY

1. The housing requirement for the period from 2006 – 2011 will be met from the following sources:

(a) Allocations shown on the Proposals Map

Site Ref.	Location	Area	Capacity
H3.1	Former Penpoll Trading Estate, Hawthorne Road, Bootle*	2.19	73
H3.2	Pine Grove, Bootle*	0.98	39
H3.3	Ash Road / Beach Road, Litherland (part)*	1.13	45
H3.4	Former Toprain site, Hawthorne Road, Bootle*	1.30	86
H3.5	Former Tannery, Hawthorne Road, Bootle*	1.40	82
H3.6	511 Hawthorne Road & site of the Mel Inn, Bootle*	1.60	91
H3.7	503-509 Hawthorne Road, Bootle*	1.62	80
H3.8	Orrell School*	0.54	28
H3.9	501 Hawthorne Road / Parkside*	1.90	45
TOTAL		12.66	569

Sites marked * are within or adjacent to the Housing Market Renewal Pathfinder Area^G, and their development is expected to provide, at least in part, for off-site clearance replacement.

(b) Commitments (i.e. other sites with planning permission) likely to be built between 2004 –2009

	Under Construction	Likely to be built in <5 yrs	Total
Private sector sites > 0.4 hectares	261	229	490
Private sector sites < 0.4 hectares	187	402	589
Public sector sites > 0.4 hectares	0	194	194
Public sector sites < 0.4 hectares	0	94	94
TOTAL	448	919	1367

(c) Number of dwellings built between 2002 (the start of the Plan) and 2004 totals 884

2. When the number of dwellings built over the previous three years exceeds the requirement set out in Policy H1 by more than 20%, proposals for additional housing on previously developed land within the urban areas will only be permitted in the following exceptional circumstances:

- (a) the development will have significant urban regeneration benefits which will not conflict with other Plan policies; or
- (b) the development will meet an identified affordable or special housing need; or

(c) the development comprises the conversion of an existing building, including the re-use of unused buildings on urban greenspace provided that this does not affect the use or value of the greenspace; and

(d) the site is or will be made, accessible by a choice of travel, including walking, cycling and public transport.

3. The Council will suspend the requirements of Section 2 when the number of dwellings built over the previous three years falls below the requirements set out in Policy H1 by more than 10%.

4. Planning permission will only be granted for the development of any greenfield site or urban greenspace, (or part thereof) or land and buildings in the Green Belt, if:

- (a) it can be shown that the development of the site meets the following criteria significantly better when compared to available previously developed sites:
 - (i) the development meets criteria (a) or (b) of Section 2 above;
 - (ii) the site is well located and readily accessible to jobs, shops and services by means of transport other than the car;
 - (iii) existing infrastructure, including public transport, water & sewerage, other utilities and social infrastructure can absorb the needs of the development proposed;
 - (iv) the development would help to sustain appropriate local services and facilities;
 - (v) the development does not have an adverse impact on any physical or environmental constraint affecting the site; and
 - (vi) in the case of urban greenspace, the development does not adversely affect the use or value of the greenspace and the proposal meets the requirements of Policies G1 & G2; and
- (b) there is less than a five year supply of available previously developed land.

Explanation

6.17 In order to meet the requirements of the Regional Spatial Strategy (RSS) and Policy H1, the Council has to demonstrate that it can identify land and buildings which can accommodate 1,750 additional dwellings on a rolling five year programme from 2002 (the start date of the Plan). In addition, provision must also be made for the replacement of occupied dwellings demolished during the Plan period (see Policies H1 and H7). Part of this provision will be met on Sites H3.1, H3.2, H3.3, H3.4, H3.5, H3.6, H3.7, H3.8 and H3.9, as well other sites not yet identified.

6.18 The Schedule shows that the RSS requirements for the next 5 years can be met. The allocations also illustrate where part of the supply for the period after 2007 will come from. The updated Sefton Housing Capacity Study was completed in 2004, demonstrates that brownfield sites will continue to come forward to make up the majority of the Plan's ten year housing supply under most scenarios. However, the sites contained in this study are not an exhaustive list, as other **windfall**^G and small unidentified sites are still expected to continue to come forward.

6.19 When the number of new houses built over the previous three years exceeds the RSS requirement by more than 20%, averaged over a three year period, planning permission for additional new housing will only be granted where it can be shown that it will have significant urban regeneration benefits, particularly in the Urban Priority Areas (Policy UPI), or meets an identified affordable or other special housing need (Policy H2). However, development within the Pathfinder area will be regulated to ensure that the amount, type and location of development taking place does not undermine the Council's planned regeneration strategy for the area (policy H8).

6.20 In addition, sites must be in a sustainable location. Preference will always be given to brownfield sites before greenfield sites, and sites within the urban area before sites in the Green Belt, unless the previously developed land or building performs very poorly in relation to the criteria set out in Section 4 of the policy, which are based on paragraphs 31 and 32 of PPG3. In accordance with the sequential approach set out in policy DPI of RSS, the Council will prefer the effective re-use and conversion of existing

buildings, particularly where they are sound and worthy of re-use and/or of architectural or historic interest, to the redevelopment of such buildings.

6.21 A Supplementary Planning Guidance Note (SPG) 'Regulating the Supply of Residential Land' explains more fully how and when the housing restraint mechanism will be applied, taking into account the priorities for new development set out in Policy SD1 of RSS. The situation will be reviewed on a quarterly basis. The Council is committed in its approved Local Development Scheme to reviewing and replacing this SPG with a Supplementary Planning Document (SPD), which fully complies with the Planning and Compensation Act 2004, during 2006/07.

6.22 It is anticipated that during the Plan period more than 80% of all new housing will take place on previously developed land (including conversions), which is therefore above the RSS 'outer Merseyside' target of 65%.

6.23 There is a low number of vacant dwellings in most parts of the Borough. Overall, 3.49% of the private sector housing stock was vacant at April 2002, with higher concentrations in a number of wards particularly in the **Housing Market Renewal Pathfinder Area**^G (see Policies UPI & H7). 3.3% of Council-owned housing, and 2.7% of other social housing was also vacant at this date. The Council has adopted an Empty Homes Strategy for re-using or redeveloping its vacant property stock.

6.24 Bearing in mind the high density of the terraced housing in the potential redevelopment areas in South Sefton (see Policy H7), together with the need to provide other facilities including shops, community facilities and urban **greenspace**^G and a better quality residential environment, it is anticipated that only 70% of replacement housing is likely to take place on cleared sites. Consequently, sites in the South Sefton area will continue to receive planning permission for housing where it can be clearly demonstrated that it will have a beneficial impact on the regeneration of the Housing Market Renewal Pathfinder Area and to make up the shortfall generated by on-site clearance replacement. Elsewhere, planning permission will be withheld unless the requirements of Sections 2 - 4 of the policy are met.

6.25 For the purposes of this policy, paragraph 2d of the SPG 'Regulating the Supply of Residential Land' defines accessible locations as sites which are within 200 metres of a frequent bus route and 400 metres of a railway station. Depending on the size of the proposed development, criteria relating to maximum distances from a bus stop, train station, general store or post office, shopping centre and primary school will also be applied. On completion of the Open Space and Recreation Study in 2006, distances will also be added relating to different types of open space.

6.26 It is important that new housing in these areas is not provided at the expense of local employment opportunities, particularly within those areas identified as part of the employment land supply in policies EDT3, EDT5 and EDT9. Policy EDT18 therefore introduces the compensatory arrangements which will apply where a site which was previously in an employment use is redeveloped for housing.

6.27 Section 4 of the policy explains that planning permission will not normally be granted for greenfield sites, land which is designated as urban greenspace or land and buildings located in the Green Belt, unless the site performs better than a brownfield site in relation to the sequential approach to releasing land for housing set out in paragraphs 31 and 32 of PPG3. Unless there is a shortage in the number of houses which can be built on available brownfield sites (i.e. less than an identified 5 year supply), any greenfield site, land designated as urban greenspace or development within the Green Belt will also need to comply with the requirements of section 2 of this policy.

6.28 In the consideration of residential development proposals on sites which comprise both previously developed land (also known as Brownfield land) and open/greenspace land, the Council will rely on the guidance set out in Annex C of Planning Policy Guidance 3 – Housing, for the definition of these respective areas. Where only part of a site is defined as previously developed land, the Council will normally only grant planning permission for residential development on that part. However, the Council may consider granting planning permission for residential development on an equivalent area of open/greenspace land in substitution to that of the previously developed land, where this would produce

a more sustainable form of development on the site as a whole and relate better to the quality and use of the remaining area of the site.

6.29 Further information about the criteria used in section 4 of the policy can be found in PPG3 and the SPG 'Regulating the Supply of Residential Land', which will be updated as a Supplementary Planning Document during 2006-07.

6.30 The Council has adopted a local labour policy which will encourage developers to enter into a Local Labour Agreement with the Council on developments that create more than 10 jobs (including during the construction period). This will commit the employer to accessing local labour and suppliers via a designated job broker to help ensure that local people benefit from any new jobs created in the area. In addition, the Council has also adopted a policy (EDT18) which seeks to retain local employment opportunities to ensure that an adequate choice and mix of local employment exists. This is essential given the limited supply of employment land available in Sefton.

Implementation

6.31 This policy will be monitored through the preparation of quarterly monitoring reports. It will be implemented through the development control process and the Supplementary Planning Guidance Note 'Regulating the Supply of Residential Land'. It is intended to replace this with a Supplementary Planning Document (SPD) during 2006-07.

Sustainability Appraisal

No change needed.

Policy Links

- H4 Land at Town Lane, Southport
 EDT12 Bootle Central Area Opportunity Sites
 EDT17 Employment Opportunity Sites
 EDT18 Retention of Local Employment Opportunities
 G1 Protection of Urban Greenspace
 AD1 Location of Development
 MD2 Conversion to Flats

Background documents

Regional Spatial Strategy for the North West - March 2003 (RSS);

Planning Policy Guidance Note 3 (PPG3) 'Housing', 2000;

Monitoring Provision of Housing through the Planning System - Towards Better Practice, DETR, Oct 2000;

Good Practice Guide 'Tapping the Potential', DETR, 2000;

'Planning to Deliver - The Managed Release of Housing Sites: Towards Better Practice', DETR, July 2001;

Housing Land Availability Database, SMBC, 2004;

National Land Use Database, SMBC, 2004.

POLICY H4 LAND AT TOWN LANE, SOUTHPORT

22.5 hectares at Town Lane, Southport is allocated to meet housing needs which may arise after 2011. Planning conditions or legal agreements will be used to ensure that the development of this site:

- (a) includes an element of affordable and special needs housing in accordance with the requirements of Policy H2;
- (b) has the minimum impact on the surrounding local highway network;
- (c) provides for public transport;
- (d) provides public urban greenspace including recreational facilities; and
- (e) incorporates a landscaped buffer zone designed to reduce the impact of the development on the adjacent countryside.

Explanation

6.32 The housing development site at Town Lane is the largest housing site in Sefton. It will make an important contribution to meeting housing needs during the Plan period and beyond. It will be developed in phases to make sure it is properly planned, and to fit in with the requirements of the housing market. The site has an area of some 22.5 hectares, excluding buffer landscaping.

6.33 The site will contribute at least 675 dwellings, at an average rate of 40 dwellings each year over an approximate sixteen year development period. However, it is not anticipated that there will be a need to bring this site forward until after 2011, when the Plan has been reviewed, unless there are

over-riding circumstances which justify the site being developed earlier and provided there are no other more suitable Brownfield sites or Greenfield sites located within the urban areas, available to satisfy that demand.

6.34 The site is owned by the Council. It comprises a former landfill site and so is a previously-used or 'brownfield' site. The Council commissioned a feasibility study which was completed in 2001. This study addressed all environmental, property and economic issues relating to the site and concluded that its development for housing was feasible. However, a further study is required to ensure that the development does not have an unacceptable impact on the adjacent rural highway network.

Implementation

6.35 The Council will prepare a Development Plan Document (DPD) to ensure that:

- the release of land is phased;
- the infrastructure requirements of the development are accommodated satisfactorily;
- contamination from the previous use of the land is remediated using an agreed method; and
- development will be of a high quality and well-landscaped.

Sustainability Appraisal

No changes made. The development of this site will support local facilities.

Policy Link

H3 Housing Land Supply

Background Document

'Town Lane, Southport Feasibility Study', Cass Associates, 2001

POLICY H5 LAND TO THE WEST OF SOUTHPORT AND FORMBY DISTRICT GENERAL HOSPITAL

1. 4.2 hectares of land situated immediately to the west of the Southport and Formby District General Hospital is allocated in part as a mixed-use area and designated in part as urban greenspace, as shown on the Proposals Map.

2. Within the mixed use area the following development is acceptable in principle:-

(a) extensions to existing healthcare uses of the hospital; and

(b) new healthcare uses and ancillary facilities, including key worker housing;

(c) after 2010 Housing and Business Uses (Class B1) will be permitted on land surplus to the requirements of purposes falling within categories (a) and (b) above.

3. Planning conditions or legal agreements will be used to ensure that development of this site:

(a) includes an element of affordable and special needs housing in accordance with the requirements of Policy H2;

(b) provides public urban greenspace including provision for the implementation of the route of the Strategic Path for Countryside Recreation that runs within the northern boundary of the site;

(c) incorporates a landscaped buffer zone designed to reduce the impact of the development on the adjacent countryside and residential areas.

Explanation

6.36 60% of the undeveloped land within the Hospital grounds (approximately 4.2 hectares) is shown as a mixed use area on the Proposals Map and 40% is designated as urban greenspace, located in two areas to the north and to the south and west of the mixed use area, and surrounding a Council-owned playground.

6.37 The site forms part of the site of the only District General Hospital in Sefton. The policy allows development related to the expansion of the Hospital's existing healthcare uses, new healthcare uses, and ancillary facilities which support the Hospital. The

provision of key worker housing for hospital employees is included within the definition of ancillary facilities.

6.38 The exact boundaries of the urban greenspace will be flexible in order to accommodate the proposed health uses as effectively as possible. In particular there has been a need for some time to accommodate a local health facility and it is an important objective to secure this within the overall balance of uses proposed for the site.

6.39 Any parts of the mixed use area which are surplus to the health and ancillary needs set out in section 2 (a) and (b) of the Policy could contribute to the future supply of housing and business land required to meet needs arising in the period after 2010. Development of this area for housing should be assessed in a review of housing needs in a Local Development Document, and should meet the requirements of Policy H3. Any development for business uses (Class B1) should complement the other uses within the Hospital grounds.

6.40 Greenspace policies in the Plan, notably Policy G1, apply to the 40% of the site which is designated as urban greenspace. Any development of the mixed use area will be required to enhance the urban greenspace; particularly in terms of visual amenity, landscape quality, public access and informal recreation. Development must also achieve the implementation of the proposed Strategic Paths for Countryside Recreation (policy G7), within the 4.2 hectare site.

Implementation

6.41 This policy will be implemented through the preparation of a development brief and the development control process.

Sustainability Appraisal

This is a new policy recommended by the Inspector and no sustainability appraisal has been carried out.

Policy Links

H2 Requirement for Affordable Housing, Special Needs and Key Worker Housing.

H3 Housing Land Supply

G1 Protection of Urban Greenspace

G7 Strategic Paths for Countryside Recreation

Background documents

Inspector's Report into the Public Local Inquiry into the Sefton UDP (2005).

POLICY H6 HOUSING OPPORTUNITY SITES

1. The following sites are suitable in whole or in part for housing:

H6.1 Land South of Aintree Curve, Netherton;

H6.2 Linacre Lane Gasworks, Bootle;

H6.3 Land bounded by Waterworks Street, Well Lane, Park Street & Litherland Road, Bootle;

H6.4 Virginia Street/ Back Virginia Street, Southport.

H6.5 Land bounded by Linacre Lane, Vaux Crescent, Aintree Road and Hawthorne Road, Bootle.

2. Planning conditions or legal agreements may be used to ensure that the development of these sites contributes to the regeneration of the wider area.

Explanation

6.42 The sites listed above may be suitable, in whole or in part, for housing. A description of these sites is included in Appendix 2 'Opportunity Sites'.

6.43 Sites H6.2, H6.3, and H6.5 are located within the **Housing Market Renewal Pathfinder Area**⁶ (Policies UPI and H7). Notwithstanding their existing and former industrial uses, they represent opportunities where it may be possible to introduce an element of new housing to facilitate clearance in the nearby residential areas. However, they are contaminated to various degrees which may affect their ability to be redeveloped for housing. In the event that these sites are not suitable or required for housing, for example because of the costs of decontaminating the sites, they should be retained for employment generating development.

6.44 Sites H6.3 and H6.4 comprise a mixture of land uses. The existing industrial uses are not particularly appropriate as they are close to housing. If any of the existing occupiers re-locate during the Plan period, these sites should be re-developed for housing. However, in order to ensure that local employment opportunities remain in the area, developers will need to comply with the requirements of policy EDT18

6.45 Whilst there is a possibility that these sites may be developed for housing during the Plan period, no allowance has been made in Policy H3 for any contribution coming forward from them due to the degree of uncertainty about whether any potential will be realised from these sites.

Implementation

6.46 This policy will be implemented through the development control process. In addition development briefs will be prepared for these sites which will set out the requirements for any legal agreements, including the need to retain or provide urban greenspace.

Sustainability Appraisal

No changes needed.

Policy Links

UPI *Development in Urban Priority Areas*

EDT17 *Employment Opportunity Sites*

EDT18 *Retention of Local Employment Opportunities*

NCI *Site Protection*

G4 *Development Adjacent to the Leeds and Liverpool Canal*

Neighbourhood Renewal

6.47 The vast majority of the housing stock is in a good or reasonable condition, and so the overall state of the housing stock is unlikely to be a matter of concern during the Plan period. However, much of the housing stock within the Urban Priority Areas (Policy UPI) in South Sefton is privately owned and rented pre-1919 terraced housing for which there is little demand.

6.48 A key objective of the regeneration strategy for these areas is to create a strong and continuing demand for housing. Whilst many houses in these areas can be physically improved, there is a need in some parts to replace existing homes and provide new and additional homes to meet people's needs and aspirations. The provision of new housing to offer greater choice, quality and diversity in the housing market is critical in meeting this objective.

6.49 In April 2002, South Sefton, as part of the Merseyside Inner Core, was selected as one of nine Pathfinder⁶ areas in England where Housing Market Renewal (HMR) Funding is available to help radically re-

structure and comprehensively regenerate housing. Without the renewal and restructuring of the housing stock, the area, together with the inner core of Liverpool and Wallasey, will not be able to help support wider regeneration activity within South Sefton. This will be achieved by public sector agencies and private partners working together.

6.50 The area suffers from:

- high vacancy rates in some streets;
- areas where there is a high turnover and a transient population;
- an over-supply of social housing;
- insufficient choice in house types and values; and
- a poor environment and infrastructure.

6.51 It will be necessary to produce Urban Design Frameworks¹ or Neighbourhood Development Plans, as Local Development Documents, for each area in order to deliver the improvements to the urban environment that are required as part of the overall regeneration strategy for South Sefton's residential neighbourhoods. These will describe and illustrate how the relevant planning policies and principles will need to be implemented in each area in order to control, guide and promote positive change. They will also help integrate new development with the existing built form to assist in the delivery of a quality sustainable environment. Development proposals and physical improvements within the Pathfinder Area should be informed by the Design SPG which makes an assessment of the historic character and appearance of the local areas.

¹ These are documents which describe how planning and design policies and principles will be implemented in an area where there is a need to control, guide and promote change.

POLICY H7 HOUSING RENEWAL, CLEARANCE AND REGENERATION

1. Where the Council resolves that it is no longer practicable or appropriate to repair unfit or unsatisfactory dwellings, selective clearance and replacement will take place. It is estimated that in the period 2001-2011 it will be necessary to demolish up to 2,500 unfit or unsatisfactory dwellings.

2. Almost all of the need for demolition will arise in the Housing Market Renewal Pathfinder Area. Housing Clearance Areas will be declared, where appropriate, to enable comprehensive redevelopment for housing. Redevelopment will take place in line with the Neighbourhood Development Plans approved by the Council in consultation with local partnerships for each area.

This is a Part 1 policy

Explanation

6.52 Existing dwellings will continue to meet the vast majority of the Borough's housing requirements. However, it is estimated that some 2,500 dwellings will be demolished over the Plan period for a variety of reasons including unfitness, low demand and to make way for redevelopment schemes. Where these dwellings are occupied before demolition, new dwellings will be provided one-for-one, although not necessarily on the same sites. Because of the high density of the existing housing, and the need to provide greenspace and create a better quality residential environment, only 70% of replacement housing is likely to take place on cleared sites. The remainder of the replacement homes will be provided in the local area, in accordance with Neighbourhood Development Plans and the South Sefton Regeneration Strategy. Further guidance is provided in Policies H8 and H9.

6.53 Almost all clearance will take place through a formal housing clearance programme. The vast majority of clearance and redevelopment will take place in the **Housing Market Renewal Pathfinder Area**⁶.

This will form a key part of regeneration programmes that will have to be approved by the Council after consulting local partnerships following consultation with their communities. The scale of clearance has been relatively limited in the period up to 2006 but is expected to increase significantly after this date. Policies H8 and H9 provide more detailed guidance on future development within the five neighbourhoods which are shown on Figure 6.1.

6.54 The Council will also continue to demolish approximately 100 unsuitable local authority houses each year, particularly in areas of low demand. Many of these will be outside the Housing Market Renewal Pathfinder Area, and will not need to be replaced.

Implementation

6.55 This policy will be implemented through housing clearance programmes approved by the Council in consultation with local partnerships.

Sustainability Appraisal

Policy not changed as detail of any community benefits will be set out in Development Briefs.

Policy Links

RSS Policy -

UR6 Existing Housing Stock and Housing Renewal

UDP Policies -

CS1 Development and Regeneration

UPI Development in Urban Priority Areas

H1 Housing Requirement

Explanation

6.56 The South Sefton Regeneration Strategy has identified five neighbourhoods across South Sefton:

- Bedford Road and Queens Road
- Linacre
- Klondyke
- Seaforth/ Waterloo
- Knowsley and Peel Road

The boundaries of these areas are shown in Figure 6.1

provided at the same time as improvements to local retail areas, open space and parks, community facilities, transport, education and health. It will also be important to ensure that local employment opportunities are not lost as a result of redevelopment. The plans will form the basis for neighbourhood regeneration and will be further developed with the local community and key stakeholders. Section 3 of Policy UPI provides further guidance on the considerations that new development will need to address.

6.59 Not all of the neighbourhoods will be subject to major change and clearance.



Figure 6.1
Housing Market Renewal Pathfinder Area

6.57 Neighbourhood Development Plans will be produced for each area and will form the guiding documents for neighbourhood regeneration. They will tackle those neighbourhoods in greatest need first, in consultation with the local community. Most of the Housing Market Renewal Pathfinder Area will be covered by Neighbourhood Development Plans.

6.58 The plans will provide a general direction for each neighbourhood through physical improvements and new development which will revitalise the urban fabric. These will help achieve the wider objectives of the strategy. The neighbourhood plans will ensure that investment in housing in these areas is

However, a number of common themes will need to be addressed by each plan including refurbishing housing, improving the environment, addressing traffic problems and rationalising redundant shops and shopping parades.

6.60 It is anticipated that the South Sefton Regeneration Strategy will take 15-20 years to implement. In addition, it is not possible to improve all neighbourhoods at the same time. Those areas where action will have the greatest impact across the Housing Market Renewal Pathfinder Area as a whole will be chosen first. The following issues will be tackled:

POLICY H8 **REDEVELOPMENT WITHIN THE** **PATHFINDER AREA**

1. Appropriate development proposals within the Pathfinder neighbourhoods will only be permitted provided that they do not prejudice the comprehensive development of the local area.
2. Development within the Pathfinder Area must comply with the requirements of Sections 2 and 3 of Policy UPI.

- arresting the decline of neighbourhoods and the spread of low demand for housing;
- dealing with the worst condition properties and obsolete housing stock;
- breaking up widespread areas of similar terraced housing;
- creating new development sites to attract private investment and new house building;
- providing a greater choice of house types and tenures;
- making the best use of land and buildings; and
- making the most of the opportunities for regeneration which are already available in the area.

6.61 Two priority neighbourhoods at Bedford Road/Queens Road and Klondyke have been selected for early action. These areas suffer from the greatest housing stress which need immediate attention to reverse the spiral of decline which could spread into neighbouring areas. In addition, these areas can build on opportunities to re-create successful neighbourhoods and housing markets by virtue of their proximity to development sites and existing and proposed regeneration programmes.

6.62 Throughout the Pathfinder Area it is essential that development is carried out in an orderly and regulated manner in advance of the Neighbourhood Development Plans being prepared, and that development in one area does not prejudice development which is crucial to the implementation of the overall South Sefton Regeneration Strategy or other programmes and strategies which cover the South Sefton area. Further information is provided in Policy UPI.

6.63 There are also pockets of stable housing within the Central Bootle area (to which Policy EDT10 refers) and areas of post war and more recent social housing located between the Central Area and the Port, where minor action may be required, particularly as a result of existing and proposed non-residential uses in the vicinity. Whilst it is not proposed to prepare Neighbourhood Development Plans for these areas at present, the management of the housing stock and environmental and emerging issues may require a similar approach.

Implementation

Supplementary guidance based on the South Sefton Regeneration Strategy and the Neighbourhood Development Plans will be produced to set out the key principles of development and redevelopment. Development briefs will be prepared for key sites.

Sustainability Appraisal

No changes to policy needed. However, the Neighbourhood Development Plans should also be appraised.

Policy Links

CSI	Development & Regeneration
UPI	Development in Urban Priority Areas
H7	Housing Renewal, Clearance and Regeneration

Background Documents

South Sefton Regeneration Strategy, SMBC, May 2003

Neighbourhood Development Plans

Pathfinder Area Development Frameworks

POLICY H9 HAWTHORNE ROAD / CANAL CORRIDOR

1. Proposals for housing, appropriate employment uses and open space will be permitted in the Hawthorne Road / Canal Corridor provided that the development:

- creates a focus for new housing for the regeneration of the Klondyke neighbourhood; or
- promotes employment opportunities in the Canal Corridor.

2. Development must also:

- support the regeneration of neighbourhoods adjacent to the canal; and
- enhance pedestrian and cycling access to, and the amenity and recreational value of, the canal.

3. Sites which are currently in industrial use and are redeveloped for such uses should help to enhance the environmental quality of the area and assist the re-structuring of the site and the adjoining land in accordance with the principles established through the preparation of Neighbourhood Development Plans under Policy H8.

Explanation

6.64 The South Sefton Regeneration Strategy identifies the strategic importance of the canal in restructuring the urban fabric of South Sefton to create a sustainable and attractive environment. The Hawthorne Road Canal Corridor will be promoted for a mixture of uses and for recreation, which will provide a catalyst for regeneration and housing market restructuring in South Sefton. The sites which form the Hawthorne Road/ Canal Corridor are included in Appendix 3.

6.65 The principal aims are to provide development sites for replacement housing to enable clearance to take place in the Klondyke area, and to help retain key businesses providing local employment. This will also help to unlock the canal's potential, and may attract new residents into the area. Development in this area should also help to connect neighbourhoods together and raise the profile and image of South Sefton.

6.66 The key objectives are to:

- promote major new housing development of a mixed tenure and type in a series of waterside developments to house residents whose homes will be demolished and to attract new residents to the area;
- recognise that the canal corridor will continue to provide a valuable role for local employment uses that are compatible with housing;
- ensure that any areas which are retained in employment use are improved;
- provide a major new food retail development on the Lanstar site (Policy R10) which will be integrated into the surrounding area, including the Hawthorne Road/ canal corridor; will be accessible to all residents, and will create a key gateway to South Sefton;
- enhance the recreational value of the canal for visitors and residents by encouraging public access to the canal, improving the canal towpath for pedestrians and cyclists, and in particular ensuring that new buildings present an attractive frontage to the canal.

6.67 As a result of the re-structuring of this area some sites which are currently in industrial use will be redeveloped for other purposes as a result of proposals contained

within the Neighbourhood Development Plans which will be prepared in accordance with the provisions of Policy H7. However, other sites may not be suitable for housing, and will continue to be retained to provide local employment opportunities. Where sites are retained in employment use it is essential that environmental and other improvements are carried out in order to ensure that these areas support the regeneration of the surrounding area.

Implementation

Supplementary guidance based on the South Sefton Regeneration Strategy and the Neighbourhood Development Plans will be produced to set out the key principles of development and redevelopment. Development briefs will be prepared for key sites.

Sustainability Appraisal

The Policy has been changed to include cycling, and links to Part 1 policies have been added.

Policy Links

CS1 *Development and Regeneration*

G4 *Development adjacent to the Leeds Liverpool Canal*

Background Documents

South Sefton Regeneration Strategy, SMBC, May 2003

Neighbourhood Development Plans Pathfinder Area Development Frameworks

Development Principles

6.68 In order to achieve the objective of using land efficiently, most of the new dwellings to be constructed within the Plan period will be within the existing built-up area and at a minimum density. This section sets out the key aspects the Council expects new residential development to achieve.

6.69 It is important to ensure that all new residential development has certain minimum levels of amenity and protects the amenities of existing dwellings, especially those in the Primarily Residential Area.

POLICY H10 RESIDENTIAL DEVELOPMENT AND DEVELOPMENT IN RESIDENTIAL AREAS

1. New residential development will be permitted within the Primarily Residential Areas shown on the Proposals Map where it can be demonstrated that such development would be consistent with the aims and objectives of the Plan.

2. Housing will also be permitted in other areas provided that it can also be demonstrated that:

- (a) the land is not required for the purpose for which it is designated;
- (b) the development would not conflict with the allocated land use; and
- (c) it would result in an acceptable residential environment.

3. Non-residential development will also be permitted in the Primarily Residential Areas provided that it can be demonstrated that the proposal:

- (a) will not have an unacceptable impact on residential amenity; and
- (b) is otherwise compatible with the residential character of the area.

Explanation

6.70 In order to ensure that the requirements of the Regional Spatial Strategy and Policy H1 are not exceeded, when the housing supply exceeds the annual requirement by 20% averaged over a 3 year period, planning permission for new housing will only be granted where it can be shown that this will comply with the provisions of section 2 of Policy H3. Where new housing is permitted on sites where the previous use was for employment, replacement employment provision will be required in accordance with Policy EDT18.

6.71 A key consideration within the Primarily Residential Area will be the residential amenity for occupiers of existing and proposed properties. All residential development must have certain minimum levels of privacy and amenity, for example, in terms of garden space, outlook, light, accessibility (by pedestrians, cyclists, public transport and cars) and a lack of disturbance.

6.72 Some non-residential development within the Primarily Residential Area may be appropriate, for example corner shops. However, it will be expected to show that there will not be an unacceptable impact on all aspects of residential amenity.

6.73 Where the requirements of Policy H3 are met, housing in other locations will only be acceptable provided that the land is not required for the purpose for which it is allocated, and the development will have an acceptable residential environment.

Implementation

6.74 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

H3 *Housing Land Supply*

EDT18 *Retaining Local Employment Opportunities*

Background Documents

Planning Policy Guidance Note 3 'Housing', 2000;

Appraisal of Sefton's Urban Capacity, Chesterton/SMBC, September 1999;

The Urban Design Framework, Austin-Smith: Lord/SMBC, February 2000.

**POLICY HI 1
MIXED USE DEVELOPMENT
SITES INCORPORATING
HOUSING**

Mixed development schemes which will result in a sustainable pattern of development and which include an element of housing will be permitted provided that it can be demonstrated that the development will:

- (a) comply with the requirements of Sections 2 or 4 of Policy H3;
- (b) not conflict with the development of the remainder of the site for the purpose for which it is designated;
- (c) result in an acceptable residential environment; and
- (d) be in a location which is accessible by a choice of travel including by walking, cycling and public transport.

Explanation

6.75 Particularly in the Urban Priority Areas, which are defined in Policy UPI, the inclusion of an element of housing as part of a development for another purpose can have an important role to play in assisting urban regeneration. In some circumstances the inclusion of residential development can help to make a marginal scheme viable. In others it may help to bring about a wider choice and better mix of housing types, and help to meet the requirement for new and replacement housing generated by redevelopment proposals particularly in the Housing Market Renewal Pathfinder Area. This will help to achieve the Government's aim of creating mixed and inclusive communities, by offering a choice of housing and lifestyles.

6.76 However, when considering whether a site is suitable for any residential development the Council will need to ensure that not only is an acceptable residential environment created, but also that the residential element will not have an adverse impact upon the non-residential development.

6.77 When considering a proposal for a mixed use development incorporating housing, the Council will need to ensure that any potential conflicts between the proposed uses on the site (due to e.g. noise, use at

anti-social hours, service deliveries) are fully resolved in the design of the development.

6.78 Consequently, residential uses may be confined to upper floors and secondary locations within a site. Residential developments must, however, be served by a safe and convenient means of access. It is likely that a Design Statement will be required for most mixed development schemes, in accordance with the requirements of Policy DQ1.

Implementation

6.79 Supplementary Planning Documents will be prepared for sites which are identified as being suitable for mixed development schemes, particularly in the Pathfinder area, as the strategy for the Housing Market Renewal Pathfinder Area emerges.

Sustainability Appraisal

No changes needed.

Policy Links

- UPI *Development in Urban Priority Areas*
- H7 *Housing Renewal, Clearance and Regeneration*
- EDT18 *Retention of Local Employment Opportunities*

**POLICY HI 2
RESIDENTIAL DENSITY**

1. Proposals for new residential development should contribute to the efficient use of land by encouraging development at a net density of between 30 and 50 dwellings per hectare.
2. Proposals for development at a net density of fewer than 30 dwellings per hectare will only be permitted where the design considerations in Policy DQ1 justify a lower density.
3. Densities higher than 30 – 50 dwellings per hectare will be permitted in appropriate locations, including those identified in Policy AD1.

Explanation

6.80 The government requires new housing to be built in a more sustainable manner, as it should make a more efficient use of land and buildings. In order to achieve this, residential densities of between 30 and 50 dwellings per hectare net will be encouraged.

6.81 In some parts of the Borough, it may not be appropriate to achieve a density of 30 dwellings per hectare, for example on certain sites in Conservation Areas. In these cases, proposals will be assessed against the design criteria set out in Policy DQ1.

6.82 Densities higher than 30 – 50 dwellings per hectare will be encouraged in locations well served by local services and with good access to the public transport network, where the use of cars can be minimised. These are most likely to include the Central Areas of Bootle and Southport defined on the Proposals Map and sites close to railway stations/public transport nodes.

6.83 In all cases, the Council wishes to encourage high quality development and, in order to achieve higher densities, an innovative approach to design may be needed.

Implementation

6.84 This policy will be implemented through the development control process, including the selective preparation of development briefs.

Sustainability Appraisal

No changes needed.

Policy Links

- DQ1 *Design;*
- AD1 *Location of Development*

- R1 Retail Development Strategy (Part I policy)
- R2 Southport Town Centre
- R3 Southport Station Complex
- R4 Bootle Town Centre
- R5 Edge-of-Centre Retail Development: TAVR Site, Strand Road, Bootle
- R6 Development in District and Local Shopping Centres
- R7 Local Shopping Parades
- R8 Upper Floors in Defined Centres and Shopping Parades
- R9 Edge-of-Centre and Out-of-Centre Retail Developments and Key Town Centre Uses
- R10 Lanstar Site, Church Road, Litherland

Objective

- to ensure that where there is a need for major retail development, it is located where it will contribute to the vitality and viability of existing town, district and local shopping centres.

Indicators

7.1 Vitality and viability of town, district and local centres measured by:

- Position in national shopping centre rankings (Southport and Bootle)
- Footfall on primary retail frontages
- Retail rents and yields
- Retail vacancy rates
- User satisfaction.

7.2 New retail floorspace (m²) located in designated town, district and local centres and on allocated retail development sites as a proportion of total retail development for

- small retail development (up to 500m²)
- large retail developments (500m² and over)

7.3 Floorspace (m²) of new leisure developments of 2,500m² or above, and the percentage of this which is in town, district or local centres.

Key Partners

Chamber of Commerce, major retailers and retail property owners, local traders' associations

Introduction

7.1 In 1996 there was a shift in national policy relating to the future location of retail, leisure and other town centre developments. The promotion of sustainable development and the need to regenerate town centres, means that town centres are now the first choice for these developments to sustain and enhance their **vitality and viability**⁶. Town centres also tend to be the most accessible locations offering the greatest potential for reducing dependence on the private car.

7.2 The Retail Strategy Review 2001 examined the need for new retail development in Sefton. It confirmed that there is a need for two major supermarkets in the south of the Borough and further provision for **non-food floorspace**⁶ within Bootle Town Centre by 2011. Appropriate sites have been allocated to seek to meet the need identified for both the foodstores and the non-food floorspace within Bootle. As a result of planning permissions for significant new development in Southport (not all built yet), there is a limited quantitative need to provide further retail floorspace for food or non-food in the north of the Borough.

7.3 The Retail Strategy Review also recognises the need to encourage higher quality shopping within Southport Town Centre to improve its competitiveness. Such improvements may involve the redevelopment or reconfiguration of existing floorspace within Southport Town Centre. The Retail Strategy Review also confirms that due to significant planning permissions (yet to be implemented), there is no need to allocate additional sites for retail warehousing within Sefton during the Plan period.

7.4 Notwithstanding the above, it is accepted that assessments of the need for retail floorspace can change over time and accordingly the Council will monitor the situation on a regular basis.

7.5 Sefton's Town, District and Local Centres have varying roles in meeting the future shopping requirements of the Borough's residents and visitors alike. These centres are also the focus of other important services and facilities (including employment, leisure, higher education and hospitals), which complement the Centre's shopping role. The hierarchy of shopping centres in Sefton is shown on the left and in figure 7.1.



Hierarchy of centres in Sefton

Figure 7.1
Shopping Hierarchy



POLICY RI RETAIL DEVELOPMENT STRATEGY

1. The preferred location for retail development is within the defined Town, District and Local Centres. All retail development should enhance the vitality and viability of existing centres and in particular should provide:

- (a) a competitive mix of comparison and convenience retail stores in Bootle and Southport Town Centres; and
- (b) a choice of convenience shopping in District and Local Centres appropriate in scale and kind to the role and function of each.

2. The sequential approach will be rigorously applied to all proposals for new retail development. It will prioritise locations in the following order:

- (a) Town Centre, followed by
- (b) Edge of Town Centre, followed by
- (c) District and Local Centres, followed by
- (d) Out-of-centre locations.

3. Proposals in edge-of-centre and out-of-centre locations will be assessed against the criteria in Policy R9.

This is a Part I policy

Explanation

7.6 Maintaining a variety of high quality shopping facilities is the key to maintaining and enhancing the vitality and viability² of Town, District and Local Centres. Wherever possible, future retail development should be located within the defined centres.

7.7 Where a need can be demonstrated for a proposed development and there are no suitable sites within the Town Centres to accommodate this need, the first preference should be for such development to locate on edge-of-centre sites including the TAVR site allocated for retail development (Policy R5). This site addresses part of the identified need within the south of the Borough and has been identified in line with the sequential test.

7.8 If no edge-of-town centre, district and local centre sites are suitable and available, then out-of-centre sites will be considered. The Council have identified the Lanstar site (Policy R10) for an out-of-centre supermarket to serve the Litherland area. This allocation will address part of the balance of identified need for retail development within the South of the Borough and has been made in accordance with the sequential approach to site selection.

7.9 Major retail development can play a positive role in urban regeneration. Where such development would not harm the overall retail strategy, this factor may be taken into account in considering proposals.

Implementation

7.10 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

RSS Policy -

EC6 Town Centres, Retail Leisure and Office Development

UDP Policies -

CS1 Development and Regeneration

UPI Development in Urban Priority Areas

R5 Edge-of-centre Retail Development: TAVR Site, Strand Road, Bootle

R10 Lanstar Site, Church Road, Litherland.

Background Documents

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002.

Southport Town Centre

7.11 Southport is the largest shopping centre in Sefton. Whilst it is relatively stable, it is experiencing pressures resulting from the continuing growth of **comparison shopping**⁶ in edge-of-centre and out-of-centre locations, as well as centres outside Sefton.

7.12 Within the Central Area of Southport (see Policy EDT13), retail activities are concentrated along the north western side of Lord Street and on Chapel Street. These areas are defined as Primary Retail Frontages and are shown in Figure 7.2.

7.13 The recent supermarket developments at the south-western end of Lord Street and the 'Central 12' Retail Park off Derby Road are included within a wider Town Centre shopping area¹. Secondary, less central shopping streets and streets containing a mixture of uses with a number of shops are also included within this area.

7.14 The Town Centre will continue to provide the focus for the town's continued **convenience**⁶ and comparison shopping needs. Throughout the Plan period the Council will seek to maintain the varied character of different parts of the main shopping streets, including the historic character and quality shopping on Lord Street. This forms an essential part of the centre's attractiveness, and also plays a vital part in Southport's importance for tourism.

FIGURE 7.2 Primary Retail Frontages

Southport Town Centre

- 25 and 91 - 581 (odds) Lord St;
- Ribble Buildings (full ground floor frontage);
- 1 - 9 (consecutive) Garrick Parade;
- 118 - 124 Lord St;
- 1 - 61 (odds) Chapel St & 1 - 7 Hoghton St;
- 2 - 70 (evens) Chapel St;
- 1 - 31 (odds) Eastbank St;
- 2 - 20 Eastbank St (to Queen Anne St);
- 1 - 35 (odds) London St;
- 2 - 24 (evens) London St;
- 27 - 41 (odds) Tulketh St;
- 2 - 64 (evens) Tulketh St; and
- Wayfarers Arcade; Cambridge Arcade;
- Cambridge Walks & Marble Place (all frontages).

Bootle Town Centre

In Bootle, the whole of the Town Centre comprises the Primary Retail Frontages, as follows:

- Units within The Strand Shopping Centre; and
- 244 Stanley Rd to 322 Stanley Road.

Waterloo District Centre

- 91 - 137 (odd) South Rd;
- 62 - 140 (even) South Rd;
- 1 - 5 (consecutive) Cremona Corner, Crosby Rd North;
- 49 - 61 (odd) Crosby Rd North;
- 127b - 159 St John's Rd;
- 78 - 112 St John's Rd; and
- 20 Brighton Rd

Crosby District Centre

- 1 - 27 (odd) Moor Lane;
- 1 - 8 (consecutive) Telegraph House, Moor Lane;
- 2 - 14 (even) Moor Lane;
- 1 - 11 (consecutive) Glenn Buildings, Moor Lane;
- 1 - 19 & 33 - 47 (odd) Liverpool Rd;
- 4 - 42 (even) Liverpool Rd; and
- 1 - 7 Crown Buildings, Liverpool Rd

Maghull District Centre

- 2 - 46 (even) Westway;
- 21 - 27 (odd) Westway;
- 1 - 26 (consecutive) Central Square; and
- 1 - 13 (odd) Stafford Moreton Way

Formby District Centre

- 1 - 41 (odd) Chapel Lane;
- Land adjacent to 1 Chapel Lane;
- 2 - 38 Chapel Lane;
- 23 - 35 (odd) Brows Lane;
- 44 - 68 Brows Lane;
- 1 - 17 (consecutive) The Cloisters, Halsall Lane;
- 53 - 57 Three Tuns Lane;
- 2, 2a, 2b, 2c, 2d & 2e Halsall Lane;
- 1 - 6 (consecutive) School Lane; and
- Morrisons, School Lane

¹This area is the Town Centre for PPG6 purposes in defining town centre, edge-of-centre and out-of-centre locations

POLICY R2 SOUTHPORT TOWN CENTRE

1. The preferred location for new retail development within Southport is within the defined Town Centre which is shown on the Proposals Map
2. Proposals for non-retail uses, including offices (Class A2) and food and drink uses (Class A3), in the Primary Retail Frontages shown on the Proposals Map and listed in figure 7.2 will only be permitted if:
 - (a) the overall retail function of Southport Town Centre would not be undermined;
 - (b) the use would make a positive contribution to the overall vitality and viability of Southport Town Centre;
 - (c) this does not result in a cluster of non-retail uses;

and
 - (d) they are of a high quality design that makes a positive contribution to the character and appearance of the Town Centre, both in relation to adjacent properties and the wider street scene.
3. Amusement centres will not be permitted within the Primary Retail Frontages.

Explanation

7.15 Southport will continue to be the main shopping centre for the north of the Borough. The Council will seek to ensure that the Town Centre remains the focus for new retail investment. In particular, proposals will be permitted which seek to improve the quality of Southport's shopping role to enable the centre to compete more effectively with major centres elsewhere.

7.16 Policies for retailing in the centre must not only keep a balance between meeting Southport's **convenience**⁹ and **comparison**⁹ shopping needs, but should also help to maintain and enhance the unique historic shopping quality and elegance of Lord Street. The Council will seek to retain retail uses in key locations as they contribute significantly to the shopping function of the area.

7.17 Changes of use from retail to non-retail in a defined Primary Retail Frontage can harm the overall vitality and viability of a particular street and the Centre as a whole. The policy sets out the circumstances where such proposals will be resisted.

7.18 Amusement centres will not be allowed within the Primary Retail Frontages because they would be likely to create less vibrant retail frontages and so harm the shopping character of these areas. Policy EDT14 sets out the areas in which they will be permitted.

Implementation

7.19 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy has been changed to resolve the overlap and potential conflict with EDT13 'Southport Central Area - Development Principles'.

Policy Links

R1	Retail Development Strategy
EDT13	Southport Central Area Development Principles
EDT14	Southport Resort Area
MD6	Food & Drink Uses
T3	Pedestrian Priority on Chapel Street, Southport
T5	New Car Parks in Designated Areas

Background documents

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002

POLICY R3 SOUTHPORT STATION COMPLEX

Proposals for the redevelopment of Southport Station, shown on the Proposals Map, will be permitted subject to the railway station and platforms being retained approximately in their current position, and to the provision of a bus interchange facility. A mix of uses including retail (Class A1), offices (Class A2), food and drink (Class A3), leisure (Class D2) hotels (Class C1) and residential (on upper floors) will be considered acceptable.

Explanation

7.20 Southport station is a major gateway into the town in a central location and would benefit from significant improvement of its existing facilities and surrounding retail units. A high quality mixed use development on the site shown on the Proposals Map comprising retail, leisure and other appropriate uses as listed within the policy would improve the quality and range of Southport's shopping facilities. This would help retain Southport's position as a major sub-regional shopping centre by enhancing its competitiveness with other popular shopping destinations in the north-west such as Preston, Liverpool and Manchester.

7.21 A Development Brief will be prepared for the site and will contain specific details of how the site may be brought forward for development, including constraints and opportunities within the site.

7.22 It is important to emphasise that any development must retain the railway station and platforms in approximately their current position. A bus interchange will also be provided on this site (see Policy T4).

Implementation

7.23 This policy will be implemented through a Development Brief and the development control process.

Sustainability Appraisal

Policy changed to allow residential uses in upper floors.

Policy Links

R1	Retail Development Strategy
EDT13	Southport Central Area Development Principles
EDT14	Southport Resort Area
MD6	Food & Drink Uses
T3	Pedestrianisation Priority on Chapel Street, Southport
T4	Safeguarding the Public Transport Network
T5	New Car Parks in Designated Areas

Background documents

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002.

Bootle Town Centre

7.24 Bootle contains the second largest shopping centre in Sefton, and is the main centre serving the south of the Borough. There has been significant investment in the centre within the last five years, mainly in **comparison^G** shopping. This has reinforced the centre's mixed shopping role. Notwithstanding this investment, the Retail Strategy Review has identified a need for two additional major supermarkets to serve the south of the Borough, as well as a need for a further 6,000 m² of **non-food floorspace^G** in the town centre.

7.25 As this need cannot be accommodated within the Strand Shopping Centre, and there are no sites available within the wider centre, the Council has identified an **edge-of-centre^G** site which could accommodate part of this need. Policy R5 sets out the planning framework for the development of this site. The remainder of this need for a major supermarket is likely to be met on an **out-of-centre^G** site (see Policy R10).

7.26 As Policies EDT10, EDT11 & EDT12 explain, there is likely to be major re-structuring within the Central Area of Bootle. This includes the redevelopment of the Office Quarter and the development of the Central Area Opportunity Sites and the edge-of-centre retail site referred to above. Major development will be expected to contribute towards meeting the overall strategy for the Central Area and the improvement to public space.

POLICY R4 BOOTLE TOWN CENTRE

1. Retail development will be permitted provided that it is located within the Town Centre shown on the Proposals Map or, if no suitable site exists within the Town Centre, on the allocated Edge-of-centre Retail Site or the Town Centre Opportunity Sites.
2. Proposals for non-retail uses, including offices (Class A2) and food and drink (Class A3) uses, will be permitted provided that the vitality and viability of the Town Centre is not harmed.
3. In Bootle, the whole of the Town Centre comprises the retail frontages as shown in figure 7.2. This area will remain the focus for new shopping development in the south of the Borough

Explanation

7.27 95% of the retail floorspace in the Town Centre is contained within The Strand, an indoor shopping centre. In addition to The Strand, the area on the eastern side of Stanley Road is included in order to encourage the development of this area as a main shopping street.

7.28 Two areas have been identified as suitable for expansion of the shopping area: a site allocated for a supermarket and other retail development on the edge of the centre (Policy R5) and land on the eastern side of Stanley Road (Policy EDT12).

7.29 Proposals for other uses in the Town Centre will be assessed against the development principles for Bootle Central Area (Policy EDT10) and the policy for food and drink uses (Policy MD6).

Implementation

7.30 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy has been amended to resolve the overlap and potential conflict with EDT10 'Bootle Central Areas - Development Principles'.

Policy Links

R1 Retail Development Strategy

R5 Edge-of-centre Retail Development Site TAVR Site, Strand Road, Bootle

EDT10 Bootle Central Area - Development Principles

EDT12 Bootle Central Area Opportunity Sites

MD6 Food and Drink Uses

Background documents

'Atlantic Gateway SSDA, Bootle Town Centre Strategy and Action Area', Sefton MBC / GVA Grimley, March 2001;

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002.

POLICY R5 EDGE-OF-CENTRE RETAIL DEVELOPMENT TAVR SITE, STRAND ROAD, BOOTLE

The site of the TAVR Centre and adjoining land fronting Strand Road shown on the Proposals Map are allocated for an edge-of-centre supermarket (Class A1), non-food retail development and urban greenspace.

Explanation

7.31 The Retail Strategy Review identified a need for additional **convenience^G** retail floorspace in south Sefton equivalent to 2 new superstores. The Council's preferred location for part of this additional floorspace is this **edge-of-centre^G** site as there are no suitable sites available or likely to become available within Bootle Town Centre. This development will strengthen the vitality and viability of Bootle as a shopping centre.

7.32 The Council will purchase property compulsorily if necessary to ensure that this site is available for development. Alternative premises for the TAVR will be required as part of any redevelopment of the site, possibly on another site in the area.

7.33 The site includes an area of urban greenspace. The Council accepts that the precise boundary and extent of the greenspace may change as a result of the development of this site. However, the developer will be required to improve the remaining/replacement area of urban greenspace in line with the requirements of Policies G1 and G2.

Implementation

7.34 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made. There are no available town centre sites and so this site supports vitality and viability.

Policy Links

- R1 Retail Development Strategy
- EDT10 Bootle Central Area Development Principles
- G1 Protection of Urban Greenspace
- G2 Improving Public Access to Urban Greenspace
- EMW9 Recycling Facilities

Background documents

Planning Policy Guidance Note 6: 'Town Centres and Retailing', 1996;

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002.

Other locations in the Borough

POLICY R6 DEVELOPMENT IN DISTRICT & LOCAL SHOPPING CENTRES

1. The District and Local Centres will remain the main focus for retail development to serve local needs. Development, including changes of use, will be permitted provided that:
 - (a) the overall retail function of the Centres would not be undermined;
 - (b) the use would maintain the overall vitality and viability of the Centre; and
 - (c) the proposal is appropriate to the scale, role and function of the Centre.
2. In District Centres, proposals for new retail development should preferably be located within the Primary Retail Frontages as shown in figure 7.2

Explanation

7.35 A primary objective of the shopping policies is to maintain and enhance the

vitality and viability of the defined centres. While these centres are the focal point for many aspects of community life, including offices, services and leisure activities, a healthy shopping role is the foundation for this and should be protected.

7.36 In District Centres, proposals for new retail development should be located within the Primary Retail Frontages shown on the Proposals Map and in figure 7.2 or, if no sites are available, elsewhere within the District Centre. In Local Centres retail development should be located within the Local Centre boundary.

7.37 The Council will seek to control the spread of non-retail uses within the Primary Retail Frontages of Waterloo, Crosby, Maghull and Formby District Centres. The Primary Retail Frontages are generally restricted to the main shopping streets within each Centre and are often characterised by the presence of **multiple retailers**^G.

7.38 Local centres are small groupings of shop units which meet local needs usually comprising a newsagent, a general grocery store, and a sub-post office. The Local Centres in Sefton (Ainsdale, Birkdale, Churchtown, Shakespeare Street (Southport), Netherton, Old Roan (Aintree) and Seaforth) often have only a single shopping street with no multiple retailers. However, these Centres are still important because of their valuable role in providing **convenience**^G shopping for local residents.

7.39 Development should be of an appropriate scale to the Centre, and should not harm the vitality and **viability**^G of the Centre or any other Town or District Centre.

7.40 The inclusion of any property within a Primary Retail Frontage does not automatically mean proposals for non-retail uses will be refused. Such proposals will, however, be carefully considered in terms of the objective of maintaining and enhancing the shopping and wider role of the Centre, and in relation to any impact on residential amenity.

Implementation

7.41 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed as the amended Policy R1 'Retail Development Strategy' and explanation

clarifies the shopping hierarchy.

Policy Links

- R1 Retail Development Strategy
- CS3 Development Principles
- MD6 Food and Drink Uses

Background documents

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002

POLICY R7 LOCAL SHOPPING PARADES

Proposals for appropriate uses within local shopping parades will be permitted provided that:

- (a) they bring back into beneficial use a property which would otherwise be vacant or is in a poor physical condition; and
- (b) they do not harm the overall provision of facilities and appearance of the local shopping parade.

Explanation

7.42 Sefton has many Local Shopping Parades. These are small groups of shops and other services which serve the local area, but contain fewer facilities than a Local Centre. Many have declined in recent years, especially as a result of the growth of large supermarkets and DIY stores which has reduced the demand for local shops. Many parades now consist of a small number of shops which could include a **convenience**^G store, chemist, post office and off licence but also have many vacant units.

7.43 As part of the emerging strategy for the South Sefton Housing Market Renewal Pathfinder Area, proposals for rationalising and replacing many redundant shopping parades are likely to come forward.

7.44 The Council will promote new development or the re-use of vacant properties, both at ground and upper floor levels, for a variety of uses such as retail, community, offices and residential to improve local facilities and the appearance of an area.

Implementation

7.45 This policy will be implemented through

the development control process.

Sustainability Appraisal

No changes needed as the amended Policy R1 'Retail Development Strategy' and explanation clarifies the shopping hierarchy.

Policy Links

R8 Upper Floors in Defined Centres and Shopping Parades

CS3 Development Principles

EDT8 Business and Industrial Development outside Primarily Industrial Areas

DQ1 Design

EPI Managing Environmental Risk

Background documents

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002.

POLICY R8 UPPER FLOORS IN DEFINED CENTRES & SHOPPING PARADES

Proposals to re-use vacant upper floors, or which create new upper floors above shops and other units in the Town, District and Local Centres and shopping parades, will be permitted.

Explanation

7.46 Upper floors in Town, District and Local Centres and parades are often left vacant or used for storage and are therefore not used to their full potential. The re-use of upper floors can make an important contribution to the regeneration of the local area and can provide valuable additional residential floorspace.

7.47 These locations are usually well served by public transport and close to local services. The conversion of this floorspace can also increase activity and in turn personal safety.

7.48 The Council will encourage proposals which create new or convert upper floors into any active use, including residential use, provided they meet the criteria set out in the residential amenity policies. In particular, proposals should have a satisfactory means of access.

Implementation

7.49 This policy will be implemented

through the development control process.

Sustainability Appraisal

Policy and explanation changed to encourage residential uses.

Policy Links

EDT8 Business and Industrial Development Outside Primarily Industrial Areas

DQ1 Design

Background Documents

Planning Policy Guidance Note 3: 'Housing', 2000;

Planning Policy Guidance Note 6: 'Town Centres and Retailing', 1996.

POLICY R9 EDGE-OF-CENTRE & OUT-OF- CENTRE RETAIL DEVELOPMENT AND KEY TOWN CENTRE USES

1. Retail development and other key town centre uses which attract large numbers of people will only be permitted on an edge-of-centre or out-of-centre site if:

- (a) there is a demonstrable need for the proposal;
- (b) they will not harm the vitality or viability of any Town, District or Local Centre within the primary catchment area, whether within or outside the Borough, either alone or cumulatively; and
- (c) the proposal satisfies the sequential approach set out in Policy R1.

2. In addition to meeting the above criteria, proposals for out-of-centre locations will also need to demonstrate that they:

- (a) are accessible, or will be made accessible, by walking, cycling and public transport;
- (b) reduce overall travel patterns and car use; and
- (c) make a positive contribution to regeneration in the Urban Priority Areas.

3. For out-of-centre retail developments which meet the above requirements, sites within the following Retail Parks should be considered before any other out-of-centre location:

R9.1 - Aintree Racecourse Retail Park, Aintree;

R9.2 - Grand National Retail Park, Ormskirk Road, Aintree;

R9.3 - Switch Island Leisure Park, Dunning's Bridge Road, Netherton; and

R9.4 - Meols Cop and Kew Retail Parks, Southport

4. Restrictions on the range of goods sold will be imposed where deemed necessary.

5. Additional retail floorspace or changes of use in both edge-of-centre and out-of-centre locations will only be permitted if they comply with the associated criteria set out in 1 and 2 above

Explanation

7.50 One of the ways in which the objective of sustaining and enhancing the vitality and viability of Town, District and Local Centres is met is by directing new retail development and key town, district and local centre uses and leisure development to them. This approach applies to both retail development and all key town centre uses which attract a lot of people, including commercial and public offices, entertainment, leisure, and other similar uses. Smaller scale facilities, such as health centres, branch libraries, pubs and restaurants should be encouraged in local centres. However, it is not always possible to locate such development within these centres due to various constraints, including a lack of suitable and available sites.

7.51 First preference should therefore be Town Centre sites, followed by **edge-of-town centre**⁶ sites, then edge-of-district centre sites and finally **out-of-centre**⁶ sites in locations accessible by a choice of means of transport. Developers are required to demonstrate that they have followed this **sequential test**⁶. In accordance with latest Government guidance, developers will be expected to be flexible about the scale and format of a proposed development, and the extent to which constituent parts of the development could be accommodated on more central sites. In relation to large bulky goods stores, developers and retailers will need

to demonstrate that the majority of goods cannot be sold from town centre stores.

7.52 In the case of retail proposals on allocated, edge-of-centre and out-of-centre sites, developers will be required to demonstrate that:

- there is a quantitative or other need for the proposal;
- they will not harm the vitality and viability of a defined centre;
- there are no suitable or viable sites within a sequentially superior location which are likely to become available within a reasonable period of time; and
- the highway infrastructure can accommodate the levels of traffic likely to be generated by development.

7.53 In cases where the developer wishes to argue that there is a qualitative need for the development, this will be given less weight than the quantitative need. Where other benefits are identified, such as the regeneration of a site, or the employment created, these cannot be regarded as an aspect of retail need but may be regarded as other material considerations, in accordance with latest Government advice.

7.54 For out-of-centre locations, consideration will be given to their accessibility by a choice of means of transport and their likely effect on overall travel patterns. Opportunities to combine proposals with existing out-of-centre developments (such as existing retail warehouse parks) to reduce unnecessary car journeys will be considered preferable to isolated developments elsewhere.

7.55 Sefton's Retail Parks largely comprise single-level stores specialising in the sale of bulky household goods (such as carpets, furniture, and electrical goods) and bulky DIY items, catering mainly for car-borne customers in out-of-centre locations. It is important that the Borough's Retail Parks are retained for this important role so that they continue to provide a destination for bulky goods sales and do not undermine the role of existing retail centres within or outside the Borough.

7.56 Developers will also be required to provide a full **Retail Impact Assessment^G** for proposals of over 2,500m² net. For smaller

proposals of between 1,000m² and 2,500m² net a **Retail Statement^G** will be required. All edge-of-centre and out-of-centre retail proposals will need to fully satisfy the various criteria for assessing new retail development set out in Planning Policy Guidance Note 6.

7.57 Sefton has seen significant growth in the retail sector in out-of-centre locations in recent years which has resulted in the designation of a number of Retail Parks. Proposals for additional retail floorspace of over 500m² net but less than 2,500m² net on the Retail Parks will be required to satisfy the same criteria as proposals for any out-of-centre retail development in terms of need and sequential test. A supporting Retail Statement will also be required in these instances.

7.58 The Grand National Retail Park has planning permission for an additional 2,300m². This is a commitment which the Council will support. The implementation of this permission will not be subject to the criteria of this policy.

7.59 Planning permission has recently been granted for mixed retail and leisure development at Southport Seafront (the Ocean Plaza development). This proposal includes a bowling alley, cinema, private health club and approximately 9,300m² of retail floorspace including 2 fast food outlets. This development is in an out-of-centre location and the Council will not support additional retail floorspace here.

Implementation

7.60 This policy will be implemented through the development control process.

Sustainability Appraisal

Minor change in policy wording for clarity.

Policy Links

R1	Retail Development Strategy
R5	Edge-of-centre Retail Development Site- TAVR Site, Strand Road, Bootle
R10	Lanstar Site, Church Road, Litherland
EMW9	Recycling Facilities
AD1	Location of Development
AD2	Ensuring Choice of Travel
AD3	Transport Assessments

Background documents

'Retail Scoping Study', Sefton MBC / Chesterton, March 2001;

'Retail Strategy Review 2001', Sefton MBC / Chesterton, January 2002;

Planning Policy Guidance Note 6: 'Town Centres and Retailing' 1996;

The Caborn statement, February 1999;

The McNulty statement, April, 2003.

POLICY R10 LANSTAR SITE, CHURCH ROAD, LITHERLAND

1. Land is allocated at the junction of Hawthorne Road & Church Road for the erection of a food retail store (Class A1) together with the erection of an equivalent amount of industrial floorspace (Class B1).
2. Planning conditions or legal agreements will be used to ensure that the development includes an equivalent amount of industrial floorspace.
3. Pedestrian access to Sefton Street and Bridge Road will be required as part of the development of the Lanstar site.

Explanation

7.61 This is a strategically important site situated within the Dunnings Bridge corridor. It remains the Council's preferred site to accommodate an out-of-centre supermarket to serve the Litherland area, notwithstanding the Secretary of State's decision to refuse the **'called in' planning application^G** for a supermarket on this site, because the development of this site is seen as having the greatest regeneration benefits to the adjacent **Housing Market Renewal Pathfinder^G** Area.

7.62 The development of a supermarket on this site is subject to an equivalent amount of industrial floorspace being provided as part of the development. This is to ensure that an adequate supply of employment land and an appropriate balance of employment uses are retained within the vicinity to provide employment for local people.

7.63 Any retail development for the Lanstar site should include measures for improving pedestrian access to both Sefton Street and Bridge Road. This is to ensure that those without cars may still access the supermarket and also to increase the likelihood that linked shopping trips to these areas may occur.

7.64 A new footpath network to and from the Lanstar site and Bridge Road will be required, including improvements to existing footways, dropped kerbs, signage and landscaping. This should include a new service level bridge across the Leeds and Liverpool canal to replace the existing bridge which is unattractive and does not provide ramped access. The new bridge should be compliant with the Disability Discrimination Act. Other environmental improvements around the canal should also be carried out. The proposal should also include improved pedestrian routes across the Hawthorne Road/ Church Road junction, with dropped kerbs and tactile paving; and improvements to the existing subway including lighting, cleaning, refurbishment and landscaping. Cycle facilities should also be improved.

Implementation

7.65 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

- UPI *Development in Urban Priority Areas*
- RI *Retail Development Strategy*
- AD2 *Ensuring Choice of Travel*
- AD3 *Transport Assessments*
- R9 *Edge-of-Centre & Out-of-Centre Retail Development and Key Town Centre Uses*

Background documents

'Retail Strategy Review 2001', Sefton MBC / Chesterton, Jan 2002

- T1 Transport Network Priorities (Part I policy)**
- T2 Walking and Cycling**
- T3 Pedestrian Priority on Chapel Street, Southport**
- T4 Safeguarding the Public Transport Network**
- T5 New Car Parks in Designated Areas**
- T6 Freight Distribution Network**

Objective

- to safeguard and promote an integrated, sustainable transport network.

Indicators

(Combined indicators for Transport Infrastructure and Accessible Development Chapters)

8.1/15.1 Proportion of travel journeys made by sustainable modes (walking, cycle, bus, rail) for the following purposes:

- journey to work
- journey to school
- shopping
- other.

8.2/15.2 Contributions to transport improvements secured through planning conditions and planning obligations (number of developments and value/type of improvement).

Key partners

Merseytravel

Introduction**Developing a Sustainable Transport Network**

8.1 It is important to make sure that people have easy access to a range of goods and services. Economic growth also relies on an effective and efficient transport system to move goods, people and services from one place to another. However, developing an effective transport network should not be at the expense of Sefton's environment.

8.2 Land use and transport must be planned together to give people genuine choice of transport and so reduce the number of journeys using private motor vehicles. New and improved transport infrastructure, and making the best use of existing infrastructure, is vital to achieving the Council's objectives of sustainable development and regeneration.

8.3 This chapter sets out land-use policies and proposals for developing a sustainable transport network - a network which seeks to increase the proportions of trips made by walking, cycling and public transport - in line with the strategy set out in the Merseyside Local Transport Plan. The transport and

accessibility requirements for development are dealt with in Section D of the Plan.

8.4 The Merseyside Local Transport Plan and associated documents¹ set out a 10-year strategy and 5-year investment programme for transport infrastructure for Sefton and the whole of Merseyside.

**POLICY T1
TRANSPORT NETWORK
PRIORITIES**

1. The Council's priorities for the development of the transport network are:
 - (a) improving strategic access to the Port of Liverpool and reducing the environmental impact of traffic on the main Port access routes;
 - (b) implementing the Southport and Bootle Transport Strategies;
 - (c) developing Park and Ride facilities;
 - (d) implementing bus priority measures set out in the Local Transport Plan;
 - (e) implementing the cycle network and the programme for improving pedestrian access;
 - (f) relieving major environmental problems on the Switch Island to Thornton (A5207) route;
 - (g) safeguarding non-operational railway lines for which there is a potential freight or passenger use.
2. All transport infrastructure will be designed and implemented in a manner which limits harm to the environment as much as possible.

This is a Part I policy**Explanation**

8.5 The policy identifies the Council's current priorities (not in priority order) for new and improved infrastructure. They stem from the Merseyside Local Transport Plan, and will contribute to it being implemented. The aim is to promote a sustainable transport network within Sefton. The main components of the network are shown in figure 8.1.

¹For example the Merseyside Freight Study and the Southport Transportation study; 2010

8.6 The following schemes have been deleted from the Council's transport programme since the adoption of the 1995 Unitary Development Plan:

- Water Lane Bypass, Southport;
- Formby and Churchtown Pedestrianisation Schemes.

8.7 Although the Water Lane By-pass is not part of the Council's current 10-year capital programme it may be reconsidered as part of a strategic review of access to Southport.

8.8 Road and rail freight access to the Port of Liverpool is a key strategic issue which has been the subject of a major transport study (see Policy T6).

8.9 Transport improvements and traffic management will play a vital part in the regeneration and enhancement of Bootle and Southport Central Areas (see Policies EDT10 and EDT13). Strategies for both centres have been approved as part of the first Local Transport Plan and further review of the strategies are planned.

8.10 The Council have investigated various options to relieve the harmful effects on the local community of traffic travelling through Thornton to and from Switch Island. Following public consultation the Council agreed the best way to address environmental concerns along the existing traffic corridor would be to provide a new highway link from Switch Island to Southport Road / Ince Road, Thornton. The proposals were identified as a Regional Priority by the Regional Assembly. The Department for Transport has accepted the Regional Assembly recommendations. The scheme has been identified as a major scheme in the second Local Transport Plan for Merseyside.

Implementation

8.11 This policy will be implemented through:

- the Second Merseyside Local Transport Plan and associated Sefton and Merseytravel Capital Programmes.
- the investment programmes of Network Rail and the Strategic Rail Authority.

Sustainability Appraisal

No changes made as references to air quality and pollution are dealt with in policy EP2 'Pollution'.

Policy Links

RSS Policies -

UR3	<i>Promoting Social Inclusion through Urban Accessibility and Mobility;</i>
T2	<i>The Regional Rail Network;</i>
T3	<i>The Regional Highway Network;</i>
T6	<i>The Region's Ports and Strategic Inland Waterways;</i>
T7	<i>Freight Transport;</i>
T8	<i>The National Cycle Network;</i>
T10	<i>Regional Priorities for Transport Investment and Management.</i>

Background documents

Planning Policy Guidance Note: 13 'Transport', 2001;

'Merseyside Local Transport Plan', 2001, '2nd Merseyside Local Transport', June 2006.

POLICY T2 WALKING AND CYCLING

Development proposals that would make it difficult to implement or retain the following walking and cycling networks or would make them less safe will not be permitted:

- the strategic path network for countryside recreation
- routes and improvements included in the Council's pedestrian and cycling programmes and strategies
- Quiet Lanes and Greenways
- rights of way
- routes to schools, Safer Routes to School schemes and proposed Home Zones
- other existing or proposed pedestrian and cycle routes of local importance.

Explanation

8.12 Convenient footpath and cycle links throughout the Borough are necessary if people are to have a choice of means of travel. This also includes providing links to sites which are being developed.

8.13 This policy concentrates on the walking and cycling programmes referred to in Policy T1 'Transport Network Priorities'. Development proposals should not make it difficult to retain identified routes or carry out agreed improvement schemes.

Development should also link into these routes wherever possible.

8.14 Existing and proposed walking and cycling networks include:

The strategic path network for countryside recreation, which consists of established and proposed routes for walking and cycling. The network is set out in Policy G7 and can also be found in the SPG 'Ensuring Choice of Travel';

- The Council's pedestrian and cycle programmes, which aim to develop safe and attractive networks by improving conditions for pedestrians and cyclists on the existing highway network. Priority for action is on routes to local facilities, Bootle and Southport Central Areas, and the District and Local Centres. Particular attention will be paid to making sure routes are accessible to people with limited mobility. Details of completed and proposed improvements will be available annually from the Council. Proposed cycle routes are also identified in the SPG 'Ensuring Choice of Travel';
- Greenways, which are largely car-free off-road routes, for shared use by people on foot, bike or horseback. The Council's completed and proposed Greenways are identified in the SPG 'Ensuring Choice of Travel'. Quiet Lanes are rural roads with little traffic where non-motorised modes are given priority. Proposals for Quiet Lanes will be included in the SPG 'Ensuring Choice of Travel' as and when proposed.
- Rights of Way, which include public footpaths, bridleways, by-ways open to all traffic and cycle tracks. Details of the definitive path network highlighting public rights of way are available from the Council. The Council has a programme for maintaining, improving and extending the rights of way network;
- Pedestrian and cycle routes to all schools. The locations of all schools are identified in the SPG 'Ensuring Choice of Travel' to ensure that particular consideration is given to pedestrian and cycle safety in these locations. Proposals for Home Zones will be included in the SPG 'Ensuring Choice of Travel' as and when proposed;
- Other routes of local importance, including those which provide links from residential areas to local facilities such as

Figure 8.1
Strategic Transport Network



© Crown copyright

public transport, schools, local centres, employment opportunities, health and leisure facilities.

8.15 Policy AD2 requires development schemes to be accessible by a choice of means of travel, including by pedestrians and cyclists. In some cases the above routes may need to be enhanced or provision for pedestrian access made where this serves the development site. The Council may also seek contributions for the maintenance of new facilities provided for an agreed period.

Implementation

8.16 This policy will be implemented through the development control process with reference to the SPG mentioned above.

Sustainability Appraisal

No changes made as road safety and environmental quality are referred to in policies CS3 'Development Principles' and DQ1 'Design'.

Policy Links

EDT10 *Bootle Central Area - Development Principles,*

EDT13 *Southport Central Area - Development Principles,*

G7 *Strategic Paths for Countryside Recreation,*

AD2 *Ensuring Choice of Travel.*

Background documents

Planning Policy Guidance Note 13 'Transport', 2001;

'*Sefton Cycling Strategy*', Sefton MBC, 1995;

'*Merseyside Walking Strategy*', 2002;

'*Merseyside Draft Pedestrian Strategy*' 2006. Merseyside Local Transport Plan, 2001 and 2006;

'*Encouraging Walking*', DETR, 2000;

'*National Cycling Strategy*', DETR, 1996 (modified 2004).

POLICY T3 PEDESTRIAN PRIORITY ON CHAPEL STREET, SOUTHPORT

Development which would make it difficult to implement a scheme giving priority to pedestrians on Chapel Street, Southport will not be permitted. This includes development which would prevent provision of rear servicing to properties on Chapel Street.

Explanation

8.17 Priority for pedestrians is promoted in the 'Southport Transportation Strategy: Transis 2010', and in the Merseyside Local Transport Plan. The pedestrianisation of Chapel Street will be completed by the end of 2006. The reason for this is to provide a more attractive shopping environment. This policy aims to restrict development which would make it difficult to give pedestrians priority in Chapel Street, Southport.

8.18 This includes:

- development which would require the use of Chapel Street at unacceptable times, or by unacceptable numbers of vehicles for servicing, deliveries/ collection or refuse collection;
- buildings or structures which would hinder the free flow of pedestrians along Chapel Street.

Implementation

8.19 This policy will be implemented through the development control process

Sustainability Appraisal

No changes needed.

Policy Links

T2 *Walking and Cycling,*

EDT13 *Southport Central Area - Development Principles.*

Background documents

'*Merseyside Local Transport Plan*', 2001;

'*Southport Transportation Strategy: Transis 2010*', Sefton MBC, 1998.

POLICY T4 SAFEGUARDING THE PUBLIC TRANSPORT NETWORK

The following sites and routes will be safeguarded to develop the public transport network and help it function effectively:

Sites

1. Land for a new Maghull North railway station and associated park and ride facilities;
2. Land for extending the Park and Ride site at Kew, Southport;
3. Land for major improvements to passenger and bus/rail interchange facilities at Chapel Street Station, Southport;
4. Sites for the development or extension of Park and Ride and/or interchange facilities at:

Birkdale Station

Formby Station

Hall Road Station, Blundellsands

Maghull Station

Aintree Station.

Routes

1. Merseytravel's Core Bus Network, and other quality bus corridors entering the Borough, which will be improved by managing traffic and providing improved passenger facilities.

2. The North Mersey Railway Line (Bootle - Aintree) and associated railway land.

Explanation

8.20 This policy aims to ensure that land for infrastructure improvements to the public transport network is protected from inappropriate development, and that development is not allowed which prevents the network functioning effectively. The proposed sites are identified on the Proposals Map. Merseytravel's Core Bus Network is identified in the Supplementary Planning Guidance Note 'Ensuring Choice of Travel'.

8.21 A development brief will be prepared for the Southport Station site and will contain details of how the site may be brought forward for development, including

constraints and opportunities within the site (see also Policy R3 'Southport Station Complex').

8.22 Policy AD2 in Chapter 15 requires development schemes to be accessible by a choice of means of travel, including by public transport. In some cases a financial contribution may be sought from developers to the improvement of the above network where this serves the development site.

Implementation

8.23 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as road safety, environmental quality and Green Travel Plans are referred to in policies CS3 'Development Principles', AD4 'Green Travel Plans' and DQ1 'Design'.

Policy Links

EDT17 *Employment Opportunity Sites (re Aintree Curve);*

H6 *Housing Opportunity Sites (re Aintree Curve);*

GBC2 *Development in the Green Belt.*

R3 *Southport Station Complex*

Background documents

Planning Policy Guidance Note 13 'Transport', 2001;

'Merseyside Local Transport Plan', 2001;

'Merseyside Bus Strategy' Merseytravel, 2001;

'Park and Ride Strategy for Merseyside', 2002.

POLICY T5 NEW CAR PARKS IN DESIGNATED AREAS

Within the Central Areas of Southport and Bootle and any other designated areas, proposals which are only for new car parks will not be permitted, except where they meet a need identified in the Council's parking strategy. Within these Central Areas and any other designated areas, permissions for temporary parking will be limited to no more than two years.

Explanation

8.24 The supply of car parking is a key factor affecting people's decisions whether or not to use the car rather than other means of travel.

The policy aims to encourage alternatives to the car by limiting the amount of parking in the Southport and Bootle Central Areas, in line with the Merseyside Local Transport Plan. Other designated areas are 200m from the boundaries of the following local centres identified in the Supplementary Planning Guidance (SPG) Note 'Ensuring Choice of Travel':

- Maghull;
- Crosby;
- Waterloo; and
- Formby.

8.25 Only car parks which are required to meet the operational needs of a development will be permitted. New pay and display, contract, or other commercial car parks will not be permitted. This applies to permanent and temporary car parks, and renewals of existing temporary permissions.

8.26 Only one two-year temporary permission or several continuous temporary permissions covering a maximum period of two years will be allowed. Any break between the end of one temporary permission and the start of the next will count towards the two year total. Renewal of existing temporary permissions will also be subject to this overall limit of two calendar years.

Implementation

8.27 This policy will be implemented through the development control process, with reference to the SPG mentioned above.

Sustainability Appraisal

No changes needed.

Policy Links

EDT10 *Bootle Central Area - Development Principles;*

EDT13 *Southport Central Area - Development Principles.*

Background documents

'Merseyside Road Traffic Reduction Act Report', 2001;

'Merseyside Local Transport Plan', 2001;

'Park and Ride Strategy for Merseyside', 2002;

'Southport Transportation Strategy: Transis 2010' Sefton MBC, 1998;

'Bootle Transportation Study' Sefton MBC, 2001.

POLICY T6 FREIGHT DISTRIBUTION NETWORK

1. The freight distribution network will be protected from harmful development and improved. The network comprises:

- (a) the dock facilities within the Port area;
- (b) the Bootle Branch freight railway line, including connections to the Seaforth inter-modal terminal and other locations within the Port and Maritime Zone;
- (c) the roads designated as Freight Priority Routes.

2. The North Mersey Railway Line (Bootle - Aintree) and associated railway land will be safeguarded for the re-introduction of freight or passenger services.

3. A scheme will be prepared for the dualling of the A565 (Derby Road) between A5058 Millers Bridge and the Borough boundary with Liverpool City Council (Atlantic Avenue Phase 6).

Explanation

8.28 The freight strategy in the second Merseyside Local Transport Plan identifies the need to make the most of opportunities to move goods by rail and so reduce the environmental impact of freight traffic.

8.29 The Seaforth Euro Rail terminal is located within the Port and is where goods can be transferred between ships, freight trains and lorries. The Port's rail connection to the national network at Edge Hill, Liverpool, is of strategic importance. The second Merseyside Local Transport Plan gives priority to the upgrading of this route to increase its capacity.

8.30 Development within the operational Port area affecting dock and freight facilities does not always require planning permission. Where it does, the criteria in Policy EDT9 will apply.

8.31 The roads designated as Freight Priority Routes are shown in the Supplementary Planning Guidance Note 'Ensuring Choice of Travel'. They are:

A565 (Rimrose Road/Derby Road/
Atlantic Avenue);
A5036 (Princess Way/Church Road/
Dunningsbridge Road);
A5058 (Miller's Bridge/Balliol Road/
Breeze Hill).

Background documents

*'Merseyside Local Transport Plan', 2001 and
2006;*

'Merseyside Freight Study', 2000;

Merseyside Freight Strategy 2006.

8.32 As part of the "Atlantic Avenue" initiative the A565 has been improved to dual carriageway standard for most of the length from central Liverpool to the A5036 junction at Seaforth.

8.33 The volume of heavy goods traffic on these roads is a major cause of environmental disturbance for local communities, but even if there were more use of rail the efficient movement of freight by road would remain important to the local economy. The major Port Access Study, completed in 2004, resulted in an approved strategy to promote rail freight and manage and mitigate the impacts of the increased road freight. Rail freight enhancements to reinstate Olive Mount Curve and to undertake gauge enhancements is underway and the package of highway improvements is being developed to address key issues raised in the study and the subsequent Freight Strategy for Merseyside 2006.

8.34 The North Mersey Line connects the Southport and Ormskirk branches of the Merseyrail Northern Line network and is currently disused. It passes through major employment areas and the need to safeguard the line for possible future freight or passenger use has been recognised by Network Rail and Merseytravel.

Implementation

8.35 This policy will be implemented through the development control process.

Sustainability appraisal

No changes made to policy as its main aim is to safeguard routes.

Policy Links

EDT9 *The Port and Maritime Zone;*

EDT17 *Employment Opportunity Sites (re
Aintree Curve);*

H6 *Housing Opportunity Sites (re Aintree
Curve);*

ADI *Location of Development.*

EMW1 Prudent use of Resources (Part I Policy)

ENERGY

EMW2 Renewable Energy Infrastructure

MINERALS

EMW3 Protection of Mineral Resources

EMW4 Proposals for Mineral and Aggregate Developments

EMW5 Onshore Oil and Gas

WASTE

EMW6 Waste Management Strategy (Part I Policy)

EMW7 Waste Management Facilities

EMW8 Landfill Sites

EMW9 Recycling Facilities

Objectives

- to increase the provision of renewable energy infrastructure to reduce reliance on fossil fuel.
- to ensure that the winning and working of minerals minimises any adverse social and environmental impacts and is consistent with national policy guidance and strategic policy guidance for the North West.
- to ensure that waste is dealt with in a manner that does not allow any net losses to social and environmental interests.

Indicators

9.1 Tonnages of green household waste recycled or composted in Sefton.

(Combined indicator for Energy, Minerals and Waste and Design and Environmental Quality Chapters)

9.2/16.6 Renewable energy capacity installed:

- as a result of Policy DQ2
- in other schemes.

Key Partners

Renewable energy operators; developers of mineral resources; Merseyside Waste Disposal Authority; waste disposal operators.

Introduction

9.1 This chapter deals with a number of topics which are at the heart of the debate about sustainable development. In each topic aspirations or targets have been set out at a national level. Regional and Merseyside frameworks to achieve these are at various stages of preparation.

9.2 Each topic raises complex local environmental issues which may need to be assessed against benefits at local, regional and national level. All policies of this chapter must be read together and in conjunction with:

Policy CS2 'Restraint on Development and Protection of Environmental Assets';

Policy CS3 'Development Principles';

Policy DQ2 'Renewable Energy in Development'; and,

Policy EPI 'Managing Environmental Risk.

9.3 These policies provide the environmental and amenity criteria against which proposals for renewable energy infrastructure, mineral extraction, waste management and disposal facilities will be assessed. Such proposals may also need to be accompanied by an Environmental Impact Assessment.¹

POLICY EMW1 PRUDENT USE OF RESOURCES

Development should minimise the consumption of resources by:

- adopting forms of development, design and methods of construction which are energy efficient and use renewable sources of materials and energy wherever practicable; and
- re-using and recycling existing materials

This is a Part I policy

Explanation

9.4 A major contribution can be made to reducing reliance on fossil fuels and nuclear energy through:

- concentrating development within the built-up area and making better use of existing infrastructure, especially transport systems; and
- ensuring that development minimises energy use through the careful location and imaginative design of developments.

9.5 Non-renewable resources such as minerals and fossil fuels should be used in a sustainable manner; which means minimising their use and increasing recycling to produce **secondary aggregates**⁶.

9.6 Using renewable sources of energy, and laying out sites to make the most of the heat from the sun and natural light can reduce the need for fossil fuels and nuclear energy. Other aspects of design such as the type of materials used and good insulation can also reduce energy use.

9.7 The use of secondary aggregates will be encouraged as this can reduce the need for aggregate and mineral extraction. Secondary

¹Under the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999

aggregates can be provided through the reuse and recycling of building materials (e.g. bricks, slates and cobbles).

Implementation

9.8 A guide will be prepared to recommend good practice in some of the areas set out above.

Sustainability Appraisal

Policy wording changed from promoting energy efficiency to encouraging development that is energy efficient.

Policy Links

None.

Energy

9.9 Renewable energy refers to those energy flows that occur naturally and repeatedly in the environment, for example energy from the sun and from the wind. It also includes exploiting wood as a fuel. Increased use of renewable energy reduces harmful emissions to the environment.

9.10 The Government proposes that 10% of the UK electricity requirements should be met from renewable energy sources by 2010, and 20% by 2020. Revised regional targets are being prepared for the amount of energy that is supplied from renewable sources.

9.11 The North West coast, including Liverpool Bay, is likely to be a location for major offshore renewable energy projects. Wind turbines are already an established feature in Sefton within the Port and a windfarm off-shore at Burbo Bank, Blundellsands is being constructed.

POLICY EMW2 RENEWABLE ENERGY INFRASTRUCTURE

1. Proposals for renewable energy infrastructure will be judged against the national and Sefton-wide benefits that the proposal may bring and the availability of other sites that will allow the particular renewable energy source to be harnessed.

Procedures

2. Proposals should be accompanied by:
- a project overview which identifies the cumulative impacts of the proposed development;
 - a statement which indicates what measures will be taken during and after construction to minimise the impact on local land-uses.

Explanation

9.12 Local initiatives to harness renewable energy resources will be supported. However, the benefits and potential impacts of each proposal will have to be considered case by case. Renewable energy schemes should only be developed where they will be of most benefit and cause least harm, although some impact will be unavoidable. Potential impacts on the environment may be acceptable if they are minor, or are outweighed by wider benefits, such as national need for energy from non-fossil fuels which will contribute to reducing emissions of harmful gases or substances.

9.13 Renewable energy projects may consist of many different elements. It is important to know if any specific proposal forms part of a wider project. A project overview is therefore required which identifies all significant impacts.

Implementation

9.14 Supplementary Planning Guidance will be prepared setting out what will be required.

Sustainability Appraisal

Policy changed to explain the wider impacts which will be assessed.

Policy Links

GBC6 Landscape Character

Background documents

Planning Policy Guidance Note 22 'Renewable Energy', 1993

Minerals

Mineral Protection and Extraction

9.15 Sefton contains some high value minerals and aggregates, so it is essential that their extraction is carefully managed. Minerals can only be worked where they occur. Development which sterilises known winnable resources or could harm long term national mineral assets will not be permitted.

9.16 Construction activity in Merseyside and Sefton has meant that the area has become a net importer of minerals and some aggregates. As Merseyside and Sefton are not self-sufficient in the supply of minerals, consideration needs to be given to promoting the use of recycled and secondary aggregates. These represent a potential source of materials for construction, thereby helping to conserve primary materials and reducing the volume of waste produced.

Aggregate Minerals

9.17 Workable deposits of sand and sandstone are located in areas of valuable landscape and underlie high grade agricultural land. The Shirdley Hill Sands near Melling (figure 9.1) are an example of an area of thin silica sand which may be important for industry. Silica sand is an asset of national importance and should not be used for aggregate⁶ purposes.

Inter-tidal Special Industrial Sands

9.18 The main mineral deposits of industrial interest in Sefton are special industrial sands and aggregates. A proportion of the silica sand won from the Horse Bank off the coast at Southport is used for special industrial purposes. Such sands are of considerable importance in the national context and the Horse Bank sands are of national importance to the glass industry. The Horse Bank is located within two sites of international nature conservation importance (Special Protection Area and Ramsar). Following a public inquiry (February 2002), permission has been granted for the continued sand extraction from the Horse Bank for a further period of ten years subject to the implementation of the agreed Environmental Management Plan.

Figure 9.1
The Shirdley Hill Sands



© Crown copyright

Oil and Gas Exploration

9.19 Preliminary exploration has taken place for oil and gas both on and off-shore. The presence of oil in Sefton has been known for many decades and a small well in Formby Moss has produced oil in the past. A considerable amount of geological work has been undertaken in the area, both on and off-shore within Liverpool Bay.

POLICY EMW3 PROTECTION OF MINERALS RESOURCES

Proposals that would sterilise mineral deposits, including silica sand, on the development site itself, or which would make it difficult to work minerals on adjacent sites will not be permitted except where it can be demonstrated that:

- (a) the mineral deposit is of no commercial interest, and is unlikely to be so in the future; and
- (b) there is an overriding case for development taking place without extracting the mineral first; or
- (c) there is an overriding case for extracting the minerals before the development takes place.

an adequate supply to meet the needs of society. Proposals for any development should not lead to proven or potential reserves being sterilised. Such resources will therefore be protected from changes in land use that cannot be reversed. The extraction of minerals before development takes place will only be permitted where an operations statement, restoration and aftercare plan have been agreed.

Implementation

9.21 Through the development control process.

Sustainability Appraisal

No changes made as policy needs to safeguard resources.

Policy Links

None.

Explanation

9.20 Minerals policy should conserve minerals as far as possible, whilst ensuring

POLICY EMW4 PROPOSALS FOR MINERAL AND AGGREGATE DEVELOPMENTS

1. The exploration, appraisal, winning and working, processing and handling of minerals, including provision of aggregate depots, will only be permitted if the following criteria are met:

- (a) proposals are accompanied by an operations statement which sets out how the impacts of development will be minimised;
- (b) proposals are accompanied by a restoration and aftercare plan.

2. In addition the winning and working, processing and handling of minerals will only be permitted if there are adequate resources in terms of quality and quantity.

Procedures

3. Planning conditions or legal agreements will be used to ensure that mineral development does not have an unacceptable impact on the environment. They will also be used to ensure that restoration and aftercare plans are complied with so that the site can be returned to appropriate beneficial use.

Explanation

9.22 This policy covers the sequence of events involved in the extraction of minerals:

- exploration and appraisal;
- winning and working;
- processing and handling;
- the restoration of sites to a suitable after-use once operations have ceased; and
- the aftercare of a site.

9.23 In some instances developers may only need to seek planning permission for certain parts of the sequence. For example, where exploration and appraisal is permitted development, permission only needs to be sought for the winning and working, processing and handling of minerals. In this instance, section 2 of the policy will apply. Minerals should only be extracted where the resource is of an adequate quantity to meet market demand and of the appropriate quality or grade to satisfy the need. High

quality resources should not be used to satisfy a demand for minerals which could use a resource of a lower grade. This will ensure that finite resources are not depleted unnecessarily.

9.24 All applications for mineral and aggregate development need to be accompanied by an operations statement. (The types of issues that need to be covered are set out in figure 9.2).

9.25 A restoration and aftercare plan is required to achieve sensitive restoration and aftercare practices that will ensure that the site is restored to an appropriate beneficial use. Sites should be left in a condition that maintains or enhances their value to the immediate environment, local communities and surrounding area. (The issues to be covered by the restoration and aftercare plan are set out in figure 9.3).

9.26 Aftercare conditions relating to the management and maintenance of the site will be for a minimum period of five years. The period of aftercare will be agreed between the authority and the developer and may extend beyond five years to ensure that the site can be successfully returned to beneficial use.

9.27 Where an Environmental Statement is required or where material planning objections are not outweighed by any planning benefits, applicants will also need to demonstrate that there is market demand for the resource.

9.28 Proposals for marine won aggregate dredging are subject to the 'Government View' procedure operated by the Department of Communities and Local Government (DCLG). The international nature conservation importance of the Sefton coast is dependent on physical processes, especially sediment transport. Where an application is made for a license (issued by the Crown Estate) for marine aggregate extraction under the Government View procedure, the Council will request and encourage an assessment to be undertaken. The assessment should be of the cumulative effects of the proposed dredging on sediment transport and on the other physical processes that may have impact on the sites of international nature conservation importance on the Sefton Coast.

9.29 In considering proposals for the extraction of minerals, including aggregates, the following factors will be taken into account:

- how the proposal will assist Merseyside's contribution to the North West's regional share of providing minerals;
- how the proposal will assist Merseyside's contribution to the North West's regional share of providing aggregates, as set out in Draft Minerals Planning Guidance Note 6;
- the need to maintain a landbank of permitted reserves¹ for both minerals and aggregates within the Merseyside and Greater Manchester area;
- how the proposal will affect the supply of minerals within and outside the region.

9.30 The North West Regional Aggregate Working Party (NWRAMP) is one of a number of similar working parties throughout England and Wales that collect data on the production of aggregates. Membership is drawn from the constituent mineral planning authorities, central government departments and representatives from the extractive industry. They produce annual reports which summarise the aggregate monitoring statistics and planning applications in the North West.

Implementation

9.31 Through the development control process.

Sustainability Appraisal

Policy changed to clarify meaning of 'adequate'.

Policy Links

RSS policies -

ER8 Minerals Extraction;

ER9 Land Won Aggregates.

Background documents:

North West Regional Spatial Strategy, 2003;

Minerals Planning Guidance Notes 1,6 & 7;

'General Considerations and the Development

Plan System', 1996, 'Guidelines for Aggregates

Provision in England', 1994,

'The reclamation of Mineral workings', 1996,

Draft Minerals Planning Policy Guidance Note 6,

'Draft National and Regional Guidelines for Aggregates Provision in England, 2001-2016', 2002.

¹ This refers to unimplemented planning permissions for extracting materials.

FIGURE 9.2 Mineral and Aggregate Developments - Operations Statement

Applicants will need to show how they will deal with the following aspects (where appropriate):

- the likely impact on existing or proposed residential or other environmentally sensitive uses in terms of: visual amenity (see Policy DQ1); dust, smells, air, land or water pollution (see Policy EP1); noise and vibration (see Policy EP6); and floodlighting (see Policy EP7)
- the likely effect on areas of: recreational use (see Policy G1 and G5); landscape (see GBC6); ecological importance (see Policies NCI and NC2); and archaeological interest (see Policy HC6).
- the impact of operations on the structural integrity or setting of a Listed Building or Conservation Area (see Policies HCI, HC3 and HC4) and Scheduled Ancient Monuments (see Policy HC6)
- the impact on groundwater and surface water resources; including pollution, flows of flood water or the capacity of flood storage areas (see Policies EP2 'Pollution' and EP8 'Flood Risk')
- the impact on the structure or viability of agricultural holdings and agricultural land quality so that this does not lead to the loss or reduction in quality of the best and most versatile agricultural land (see Policy GBC7 'Agricultural Land Quality')
- the impact on the stability and drainage of the site and adjacent land
- the impact of traffic generated by the development on properties on adjoining routes used by the operations or on safety anywhere between the site and the strategic transport network (see Policy AD3). Where possible, the use of sustainable alternatives to road transport should be employed.

Details on the following should also be included within the statement:

- access to the site;
- the duration of operations;
- the phasing of operations;
- the hours of working;
- blasting and **gas flaring**^a requirements;
- the estimated number of vehicle movements each week; details of maintenance regimes for plant and equipment;
- assessment of the likelihood of borrow pits being required off-site;
- facilities for sheeting and washing vehicles leaving the site;
- how soil that is removed as part of operations will be protected and retained;
- the height of stock piles;
- how mineral waste will be disposed of and processed; and
- the measures that will be taken to identify, safeguard and, where appropriate, enhance features of landscape, ecological, archaeological or earth science interest existing on site or created by workings.

FIGURE 9.3 Mineral and Aggregate Developments - Restoration and Aftercare Plan.

The site and adjacent land must be left safe, stable, adequately drained and restored to the required landform, to a standard suitable for the agreed after use.

The restoration and aftercare statement should cover the following:

- how the site will be made stable, adequately drained and restored to the required landform, to a standard suitable for the agreed after use;
- stripping of soils and soil making materials, storage and/or direct replacement;
- storage and replacement of overburden;
- availability of suitable filling materials for restoration and the feasibility of achieving the proposed restoration within an acceptable timescale using imported materials;
- achieving the landscape and landform objectives for the site, including filling operations if required following mineral extraction;
- restoration including soil placement, relief of compaction and provision of surface features;
- phasing of restoration; means of incorporating new wildlife habitats; and
- aftercare.

POLICY EMWS ONSHORE OIL AND GAS

1. Proposals for oil and gas exploration will only be considered acceptable where it can be demonstrated that:

- (a) there is a need for the development;
- (b) the proposed location for the development is the most suitable, taking into account environmental, geological and technical factors.

Procedures

2. An overall strategy for the exploration must be submitted as part of the application.
3. The proposal shall provide for restoration of the land, regardless of whether oil or gas is found.

Explanation

9.32 Applications for oil and gas exploration, appraisal and development will be considered as a mineral operation. Exploration will be supported subject to individual proposals being acceptable in environmental terms, and the potential impact on renewable energy sources within the region.

9.33 The need for land-based oil and gas development must be proven. It will be assessed in the context of national energy policy and targets for increasing the amount of energy from renewable sources.

9.34 The overall strategy is required to ensure that any proposal will not lead to sporadic or piecemeal development of oil or gas resources which could have harmful environmental effects. The strategy will need to be agreed with the Council. A Restoration and Aftercare Plan should also be agreed with the Council to ensure that land is restored to an adequate standard.

Implementation

9.35 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as a policy dealing with this issue is needed.

Policy Links None

Waste

9.36 The policy approach to waste management follows the waste 'hierarchy'. The waste hierarchy is a tool which ranks different waste management options according to their impact on the environment. Waste reduction is the most environmentally beneficial option, followed by re-use, recycling or composting, energy recovery, then finally disposal. Treated municipal waste will only be sent to landfill as a last resort, although it is acknowledged that it will be the only alternative for certain commercial wastes and will be relied on heavily for disposing of municipal waste in the short to medium term.

9.37 There should be facilities to deal with waste in a range of ways, without having to rely on landfill, e.g. recycling and recovery, and treatment of biodegradable waste. However, significant landfill capacity will be required in the short and medium term given the long timescales for new waste management facilities to be developed.

9.38 In the North West region, 75% of all waste is currently disposed of to landfill sites and capacity for further landfill is now limited. The EC Landfill Directive requires that the amount of **biodegradable**⁶ waste being disposed of to landfill sites should be reduced. The National Waste Strategy sets targets to comply with this.

9.39 A Waste Management Technical Report has been produced in response to both the EC Directive and the National Waste Strategy. The report and the subsequent consultation process will be used to produce a Regional Waste Strategy. A medium term waste strategy for Merseyside is already emerging.

9.40 The aim of that document will be to reduce dependency on landfill sites by promoting a reduction in the amount of waste produced and increasing the re-use, recycling, composting and recovery of waste. A joint Merseyside Municipal Waste Management Strategy has been developed, which seeks to reduce the annual rate of growth of municipal waste, recycle and compost 44% and develop waste treatment facilities to manage the remaining waste. There will be an increasing demand for new types of facilities for managing waste and the materials collected separately for recycling. These will have significant implications for the use of land.

9.41 In Sefton, 81% of municipal waste is disposed of to landfill - 19% is recycled or composted. The Council has set targets to recycle or compost 35% of Sefton's waste by 2010 and 40% by 2020. This will involve a change to how household waste is collected. These targets are in line with proposed Government targets to recycle or compost 40% of household waste by 2010 and 50% by 2020, taking account of the maximum potential recycling performance in Sefton's densely populated urban areas.

9.42 Additional waste treatment facilities will need to be developed within Merseyside to manage its municipal solid waste which amounts to nearly 900,000 tonnes per year. It is not possible to categorically state the number of new facilities that will be required in Sefton to deal with municipal waste, in order to reduce dependency on landfill. However, estimates for Merseyside are shown in figure 9.4 below. Sefton will need to contribute its share of these facilities alongside the other Merseyside districts.

FIGURE 9.4

Estimated number of facilities and residual landfill requirements for Municipal Waste in Merseyside – to 2020

Capacity of Composting Facilities required (tonnes per year)	120,000
Capacity of Material Recovery Facilities required (tonnes per year)	350,000
Capacity of Thermal Facilities required (tonnes per year)	400,000
Residual Landfill Capacity requirement ('000s cubic metres)	6750

Source: Regional Waste Strategy, North West Regional Assembly, September 2004.

9.43 In addition to the requirements for municipal waste, there is a requirement for the industrial and commercial sectors to minimise waste produced and their dependency on landfill. North West landfill capacity is running out and at current rates of use will be exhausted in five years.

The development of Regional Spatial Strategy and the joint Merseyside Waste Development Plan Document will provide further clarification on the potential number and broad locations of new facilities that may need to address the landfill capacity requirement for all types of waste.

9.44 It is likely that both the municipal and the industrial and commercial sectors will apply for planning permissions at locations where there is market demand. The Council is already receiving more planning applications for non-municipal waste management facilities.

POLICY EMW6 WASTE MANAGEMENT STRATEGY

Proposals for new waste management facilities or extensions to existing facilities will be permitted where:

- (a) the need for the facility has been agreed within an approved regional or sub-regional waste framework; or regional or sub-regional waste strategy; and
- (b) the facility provides the best practicable environmental option for dealing with the particular type of waste.

This is a Part I Policy

the proximity principle - that waste should generally be disposed of as near as possible to where it has been produced;

regional self-sufficiency - the general aim in managing waste should be that each Region deals with its own waste.

Implementation

9.47 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as location of facilities is covered by other Plan policies.

Policy Links

RSS policies -

EQ4 Principles Governing a Regional Approach to Sustainable Waste Management

EQ5 A Regional Approach to Waste Management

EQ6 Waste Management Facilities

Background documents

PPS10, Planning for Sustainable Waste Management, ODPM 2005;

PPS10 Companion Guide, DCLG, 2006;

National Waste Strategy, DETR, May 2000 and consultation for revision 2006;

Regional Waste Management Technical Report, North West Regional Assembly, July 2001;

North West Regional Assembly Draft Regional Waste Strategy, July 2003.

Explanation

9.45 The National Waste Strategy sets out the principle of Strategic Environmental Assessment (SEA) on which waste management decisions should be based. This promotes the waste management approach, or mix of approaches, that provides the most benefits or the least damage to the environment as a whole, at acceptable cost in the long term as well as the short term.

9.46 The National Waste Strategy outlines the key factors which need to be taken into account when determining fit with SEA:

the waste hierarchy - which advocates that in order of preference waste should be reduced, re-used, processed to recover material and/or energy and, as a last resort, the residual amount disposed of to landfill;

EMW7 WASTE MANAGEMENT FACILITIES

1. Waste management facilities will be acceptable within designated Primarily Industrial Areas, subject to the provisions of Policy EDT5.
2. Waste management facilities will be refused where they adjoin or directly face residential properties, or are within 100m of a Primarily Residential Area, or where they will significantly harm the operating environment of nearby industrial premises.
3. Proposals for new waste management facilities will be acceptable adjacent to existing waste management facilities, provided that no significant harm will be caused to the surrounding area.
4. Waste transfer stations should be housed within a building, unless it can be demonstrated that no significant nuisance will result from operations.
5. Aerobic composting facilities will be acceptable:
 - (a) as part of a small-scale operation within the countryside;
 - (b) within an existing landfill site where the facility will operate for a temporary period in association with the life of the landfill;
 - (c) as part of a land restoration project, where the facility will operate for a temporary period in association with the land restoration scheme.
6. Proposals for waste management facilities and extensions to existing facilities shall provide for the further recovery and recycling of waste materials.

Procedures

7. All proposals shall be accompanied by:
 - (a) an Operations Statement; and
 - (b) where appropriate, a Restoration and Aftercare Plan.
8. Planning conditions and legal agreements will be used to ensure that the operation, restoration and aftercare of sites are carried out appropriately, and that the site will be restored to an agreed after use.

Explanation

9.48 The waste management facilities include; recycling (including civic amenity 'bring sites'), reclamation and waste transfer stations, recycle processing facilities, along with open and 'in vessel' composting, waste water treatment and energy from waste¹ facilities. These have similar requirements to other industrial uses. Such facilities usually require high numbers of deliveries and collections and involve noisy operations, and are therefore acceptable in principle within industrial areas.

9.49 Recycling, reclamation and waste transfer stations will not be acceptable in locations where they are likely to have a detrimental impact on existing industries, particularly food manufacturing and high technology activities. It is therefore preferable that recycling, reclamation and waste transfer stations are, wherever possible, located adjacent to each other, providing that such uses are compatible with other policies in the Plan.

9.50 If the Borough is to achieve its composting targets, additional facilities will be required. Open composting must be undertaken away from occupied premises at a distance to be agreed by the Council and the Environment Agency. It may therefore be acceptable for aerobic composting² to take place on a small scale within the countryside e.g. on farms, so long as any associated structures do not affect the openness of the Green Belt (refer to Policy GBC2). Composting may also be acceptable in association with landfill sites.

9.51 Open air composting facilities not only require planning permission, but they also require a waste management licence (or an exemption from licensing) issued by the Environment Agency. Due to the production of bio-aerosols³ during aerobic, open air composting, the Environment Agency will not normally issue a licence if open air composting facilities are located within 250

¹ Energy from Waste involves energy from waste by burning. This can include incineration with energy recovery, or newer technologies such as pyrolysis, anaerobic digestion and gasification.

² The biological breakdown of organic matter in the presence of oxygen.

³ Bioaerosols are micro-organisms and/or other tiny biological particles suspended in air (an aerosol of tiny biological particles). Respirable and generally invisible.

metres of a workplace or the boundary of a dwelling, unless an assessment has been carried out which proves that facility will not pose a safety risk to adjacent uses.

9.52 Any composting process that involves catering and/or kitchen waste from householders must be carried out in line with the latest government guidance and legislation. This usually requires composting within enclosed vessels. This is necessary to avoid the risk of spreading infectious diseases such as Foot and Mouth.

9.53 The amount of waste that is recycled and recovered can be increased by incorporating sorting, storage and collection facilities, and technologies that allow energy and nutrient recovery, as part of waste management operations. Incorporating these types of practices and technologies into waste management facilities can help to ensure that waste is managed in a sustainable manner.

9.54 Where such technologies and working practices are not incorporated within proposals, applicants must demonstrate why these methods are not technically or economically viable.

9.55 To make sure that the environmental effects of waste management facilities are fully considered, proposals must be accompanied by an Operations Statement (figure 9.5) and, where appropriate, a Restoration and Aftercare Plan (figure 9.6).

Implementation

9.56 This policy will be implemented through the development control process.

Sustainability Appraisal

Minor changes to policy wording for clarity.

Policy Links

- EDT5 Primarily Industrial Areas;
 GBC2 Development in the Green Belt.
 GBC6 Landscape Character
 EPI Managing Environmental Risk
 AD1 Location of Development.

FIGURE 9.5 Waste Management Facilities - Operations Statement

This should provide information on the following:

- the nature and volume of material to be accepted into the facility;
- for landfill and **landraises**⁶ the length of time the facility will be in operation for;
- methods and techniques to be employed to safeguard and enhance existing and potential archaeological, ecological, geological, geomorphological and landscape features relating to the site;
- provisions made to allow the recovery of materials for re-use or to generate energy or if not viable a statement indicating why such methods cannot be incorporated into the proposal;
- access to the site;
- the hours of working, vehicle movement and maintenance of plant and equipment;
- provision of sufficient street space for deliveries, collection and storage of materials and associated car parking.

FIGURE 9.6 Waste Management Facilities - Restoration and Aftercare Plan

This should include details on:

- a phased restoration scheme throughout the working life of the development;
- measures to minimise the area of open working;
- adequate and effective methods to control landfill gas and leachates¹ production both during and after operations have ceased. In cases where a Waste Management Licence is not needed, long term after care including monitoring and controlling will need to be secured through a legal agreement;
- satisfactory restoration of the site and suitable provision for aftercare and monitoring including, where appropriate, the long-term management of leachate and gas emissions;
- for landfills, details of pre- and post-settlement finished contours.
- the measures that will be taken to enhance nature conservation interests.

¹ Water that has become contaminated by percolating through waste, or other materials used in waste management operations.

POLICY EMW8 LANDFILL SITES

1. Proposals for landfill sites and extensions to existing landfill sites will not be permitted where they would:

- (a) harm important environmental resources and assets of the Borough;
- (b) harm the amenity enjoyed by occupiers of surrounding land uses.

Procedures

2. An operations statement and a restoration and aftercare plan shall accompany proposals for landfill sites.
3. Proposals for landfill sites shall indicate the:
 - (a) type of material that will be used for filling;
 - (b) degree to which material will be compacted;
 - (c) finished contour levels; and
 - (d) means by which damage caused during settlement of the site will be addressed.

Explanation

9.57 Even if more waste is recycled or re-used there will still be a need for landfill⁶ sites to dispose of residual waste. Possibilities for further **landfill**⁶ sites in Sefton are limited for a number of reasons: nearness to where people live, the presence of **aquifers**⁶ and other important water resources, the quality of agricultural land, extensive areas of nature conservation value and the extent of the Green Belt.

9.58 Proposals for landfill sites should include:

- the means for energy recovery within the landfill operations, this will typically be through **methane collection**⁶, extraction and burning;
- temporary restoration scheme which may include temporary composting activities.

9.59 Temporary restoration schemes are needed because when filling stops, it takes time for material to break down biologically and to settle. A temporary restoration

scheme will therefore need to include details on how any damage caused as the site settles can be rectified before the site is finally restored.

Implementation

9.60 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as policy must be read alongside Policy EMW6 'Waste Management Strategy'.

Policy Links

None

**POLICY EMW9
RECYCLING FACILITIES**

Proposals for new superstores, supermarkets and other appropriate large developments with their own car parks, which are acceptable in principle, will only be permitted provided that recycling facilities are designed as an integral part of the development.

Explanation

9.61 It makes sense to include recycling facilities within retail and other major developments which have their own car parks and generate a large number of trips. This will make the most of opportunities for recycling close to people's homes, and in locations that are accessible by cycle, foot, or car. It also encourages a journey which is combined with other purposes.

Implementation

9.62 This policy will be implemented through the development control process

Sustainability Appraisal

No changes needed.

Policy Links

None

Background documents

None

GREEN BELT**GBC1****The Green Belt (Part I Policy)****GBC2****Development in the Green Belt****GBC3****Redevelopment of a Major Developed Site in the Green Belt - The Powerhouse, Hogs Hill Lane, Formby****GBC4****Redevelopment or infilling of a major developed site in the Green Belt – Ashworth Hospital, Maghull****GBC5****Infill Development on Major Developed Sites in the Green Belt****COUNTRYSIDE****GBC6****Landscape Character (Part I Policy)****GBC7****Agricultural Land Quality****GBC8****Equestrian Development****GBC9****Landscape Renewal Areas****Objectives**

- to support urban regeneration and a sustainable pattern of development and physical change by restricting development in the Green Belt
- to protect from development the best and most versatile agricultural land as a national resource
- to enhance the environmental quality of Sefton's rural area

Indicators

10.1 Increase in area of woodland planting and woodland under management secured through planning obligations each year.

10.2 The number, total area and type of developments approved within the Green Belt, and the proportion which is 'inappropriate' development.

10.3 The number of planning permissions granted that result in the loss of best and most versatile agricultural land, and the percentage of irreversible development taking place on best and most versatile agricultural land (grades 1, 2, and 3) compared to poorer quality agricultural land (grades 4 and 5).

Key partners

Mersey Forest
Countryside Agency

Introduction

10.1 In Sefton all land outside of urban areas - that is, Sefton's countryside - is within the Green Belt. The Green Belt covers an area of 7,840 hectares, approximately 51% of the area of the Borough. This includes significant areas of high quality agricultural land and substantial areas of nature conservation value. It also embraces the majority of the undeveloped coast.

10.2 The most important attribute of the Green Belt is its openness. Planning Policy Guidance Note 2, 'Green Belts', identifies five purposes of including land in the Green Belt:

- to check the unrestricted sprawl of large built-up areas;

- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**POLICY GBC1
THE GREEN BELT**

1. There will be no changes to the general extent of the Green Belt at least until 2011. The need for any amendment beyond then will be determined at the next Plan Review having regard to Regional Spatial Strategy.
2. Only very restricted types of development appropriate to the purposes of the Green Belt will be permitted.

This is a Part I policy

**FIGURE 10.1
The Use of Land in the Green Belt**

The use of land in the Green Belt has a positive role to play in fulfilling the following objectives:

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- to retain attractive landscapes, and enhance landscapes, near where people live;
- to improve damaged and derelict land around towns;
- to secure nature conservation interests; and
- to retain land in agricultural, forestry and related uses.

Explanation

10.5 The boundary of the Green Belt in the Unitary Development Plan adopted in May 1995 is largely unchanged from that approved in the Merseyside Green Belt Local Plan in 1983. The 1983 boundary was itself mainly based on boundaries established in plans in the 1960s and 1970s. This is consistent with an important principle of national Green Belt policy that, once established, Green Belts should endure and should only be changed exceptionally.

10.6 The Merseyside Green Belt was devised as a tool to support regeneration within the urban area of Merseyside. This strategic role is recognised in Planning Policy Guidance Note 11 'Regional Planning' which says that the need for a review of, and changes to, approved Green Belts should be set out in Regional Planning Guidance, now RSS.

10.7 The draft RSS (expected to be approved in 2007) proposes that the need for any substantial change to the Merseyside Green Belt, beyond 2011, should be identified through a strategic study.

10.8 The Council's view is that the retention of the existing Green Belt is consistent with the aims of sustainable development and urban regeneration at least until 2011. This conclusion is based on studies and consultations carried out for Sefton 2000+ in 1998 and in the light of the subsequent work on urban housing capacity and new regeneration initiatives.

10.9 In particular, there is adequate capacity to meet the number of new homes proposed by RSS (see Policy H3 - 'Housing Land Supply' of this Plan). Whether there is a need for change to the Green Belt in Sefton in later years will be considered in the Core Strategy in the light of the findings of the sub-regional study.

10.10 Only minor amendments have been made to the boundary of Sefton's Green Belt. This has allowed small parcels of land previously within neighbouring local authorities' areas to be included within the Sefton Green Belt. These are shown on the Proposals Map.

Implementation

10.11 This policy will be implemented through the development control process.

Sustainability appraisal

No changes needed.

Policy Link

RSS Policy -

SD5 The Green Belts.

Background documents

Planning Policy Guidance Note 2 'Green Belts', 1995;

'Sefton 2000+', Sefton MBC, 1998;

Regional Spatial Strategy for the North West,

POLICY GBC2

DEVELOPMENT IN THE GREEN BELT

Within the Green Belt planning permission will not be given for development other than:

1. The construction of new buildings for the following purposes:

- (a) agriculture and forestry;
- (b) essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;
- (c) limited extension, alteration or replacement of existing dwellings;
- (d) infill or redevelopment of major developed sites in accordance with Policies GBC3, GBC4 & GBC5;
- (e) small-scale composting within the countryside.

2. The re-use of existing buildings where it does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it.

3. The temporary use of land for mineral extraction, engineering and other operations.

4. The making of any material change in the use of land where the openness of the Green Belt is maintained and there is no conflict with the purposes of including land in it. In this respect the proposed Maghull North Station and associated Park and Ride facilities in accordance with Policy T4, is appropriate.

Explanation

10.12 If the Green Belt is to achieve the objectives set out in figure 10.1, development must be strictly controlled. Policy GBC2 sets out the limited number of uses which are, in principle, appropriate to the Green Belt.

10.13 While the construction of new buildings for agriculture and forestry uses

in the Green Belt is acceptable in principle, the construction of agricultural and forestry dwellings will be restricted. New dwellings will only be permitted where applicants can prove that there is an essential need that cannot be met by existing accommodation. Where new agricultural and forestry dwellings are allowed, conditions will be attached to the permission to restrict who occupies them. This is to ensure that they remain available for agricultural and forestry uses.

10.14 Applications to remove such occupancy conditions will only be permitted where applicants can prove that there is no longer a need for accommodation for somebody solely, mainly or last working in agriculture or forestry in the area.

10.15 Limited extension, alteration or replacement of dwellings in the Green Belt is acceptable in principle, provided that such development would maintain the openness of the Green Belt and the purposes of including land within it. The principle of re-using buildings is also acceptable. Applications for the re-use of a building must be accompanied by a structural survey. This should prove that the building is of permanent and substantial construction, and is capable of conversion without major or complete reconstruction.

10.16 The construction of small-scale green waste composting facilities may be acceptable in the Green Belt. Policy EMW7 'Waste Management Facilities' sets out the criteria for assessing such proposals. Paragraph 9.48 provides additional advice on this type of development.

10.17 Proposals for appropriate scale farm diversification may be acceptable, although new buildings for farm diversification are not acceptable. Sections 2 and 4 of this policy are relevant. Planning Policy Statement 7: Sustainable Development in Rural Areas provides information on appropriate forms of farm diversification. Many farm-based diversification schemes do not require planning permission. Proposals for industrial uses, crafts not directly linked to the agriculture on the farm, storage and distribution, haulage and other uses which are urban in nature, are neither appropriate nor acceptable in Sefton's Green Belt. The Supplementary Planning Guidance Note 'Development in the Green Belt' provides further information and guidance.

10.18 Park and Ride sites in the Green Belt may be acceptable providing they fulfil the criteria set out in Planning Policy Guidance Note 13 'Transport'. The Park and Ride facilities associated with the proposed Maghull North Station are identified in Policy T4 'Safeguarding the Public Transport Network' and on the Proposals Map. The proposed station is also acceptable.

10.19 More detailed information relating to development in the Green Belt is set out in the Supplementary Planning Guidance Note 'Development in the Green Belt'.

Implementation

10.20 This policy will be implemented through the development control process with particular reference to the Supplementary Planning Guidance outlined above.

Sustainability appraisal

Policy changed to refer to re-use of buildings.

Policy Links

T4 *Safeguarding the Public Transport Network;*

EMW7 *Waste Management Facilities.*

Background documents

Planning Policy Guidance Note 2 'Green Belts', 1995;

Planning Policy Statement 7 'Sustainable Development in Rural Areas', 2004;

Planning Policy Guidance Note 13 'Transport', 2001.

Major Developed Sites in the Green Belt

10.21 In Sefton four 'major developed sites' have been identified in the Green Belt (figure 10.2). Policies GBC3, GBC4 and GBC5 below set out criteria for assessing appropriate development at these sites.

POLICY GBC3 REDEVELOPMENT OF A MAJOR DEVELOPED SITE IN THE GREEN BELT - THE POWERHOUSE, HOGGS HILL LANE, FORMBY

Land at the Powerhouse, Hoggs Hill Lane, Formby, as shown on the Proposals Map, is available for redevelopment. Proposals should meet all of the following criteria:

- (a) redevelopment or re-use should have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible should have less;
- (b) any new buildings resulting from redevelopment should be lower in height than the existing building;
- (c) if the site is redeveloped, the redevelopment should not occupy a larger area of the site than the area occupied by the existing building unless this would achieve a reduction in height which would benefit visual amenity;
- (d) redevelopment or re-use should resolve the problems of access by goods vehicles caused by previous business uses.

Figure 10.2
Major Developed Sites in the Green Belt



Explanation

10.22 The Powerhouse is a prominent industrial building on the southern edge of Formby. It was built to generate power for the adjacent Liverpool to Southport railway. The site has since been used for a number of commercial purposes, but the access via Hoggs Hill Lane is not suitable for goods vehicles. Part of the site has been used for landfill. The site lies within a flood risk area, next to the River Alt.

10.23 An alternative use is encouraged, provided that the access problem is resolved. The new use should not have a greater impact on the openness of the Green Belt, which in this location helps to maintain the open gap between the settlements of Formby and Hightown. Small scale residential development may be an appropriate use for the site or, alternatively, conversion of the Powerhouse for residential purposes.

10.24 This policy sets out the criteria which will be used to assess proposals for the redevelopment or re-use of this major developed site. It will be important to ensure that neither approach results in greater impact on the Green Belt either through the amount of land required for new residential development or through the additional requirement of converting the building (in particular the need for car parking). The extra amount of land identified for new development should be the minimum required to achieve a viable scheme. Specialist advice will be taken regarding the economic viability of any development proposal.

Implementation

10.25 This policy will be implemented through the development control process.

Sustainability appraisal

No changes made as design issues dealt with in Policy DQ1 'Design'.

Policy Links

None

Background documents

Planning Policy Guidance Note 2 'Green Belts', 1995

POLICY GBC4 REDEVELOPMENT OR INFILLING OF A MAJOR DEVELOPED SITE IN THE GREEN BELT – ASHWORTH HOSPITAL, MAGHULL

Infilling or redevelopment will be allowed at Ashworth Hospital, Maghull, as shown on the Proposals Map, subject to the following criteria:

1. Infilling should:

- (a) have no greater impact on the purpose of including land in the Green Belt than the existing development;
- (b) not exceed the height of the existing buildings;
- (c) not lead to a major increase in the developed proportion of the site.

2. Redevelopment should:

- (a) have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less;
- (b) contribute to the achievement of objectives for the use of land in the Green Belt;
- (c) not exceed the height of the existing buildings; and
- (d) not occupy a larger area of the site than existing buildings.

Explanation

10.26 The East Site of the Ashworth Hospital became redundant in 2003. It is considered appropriate to provide for the complete or partial redevelopment of Ashworth Hospital, as well as for infilling. Any proposals for the partial redevelopment of this site should be put forward in the context of comprehensive, long-term plans for the site as a whole. A development brief may be prepared to identify suitable uses once an assessment has been done of the likely impact of any use on the Green Belt, including the amount of traffic generated.

10.27 Within the existing developed area of this site modest development related to the

existing hospital use is, in principle, acceptable to enable this use to continue. This comprises the filling of small gaps between existing built development.

Implementation

10.28 This policy will be implemented through the development control process.

Sustainability appraisal

This is a new policy recommended by the Inspector following a Public Inquiry and no sustainability appraisal has been carried out.

Policy Links

None

Background Documents

Planning Policy Guidance Note 2 'Green Belts', 1995.

POLICY GBC5 INFILL DEVELOPMENT ON MAJOR DEVELOPED SITES IN THE GREEN BELT

1. This policy applies within the areas defined on the Proposals Map at the following sites:

- Altcar Rifle Range, Hightown;
- Woodvale Airfield, Formby.

2. Proposals for limited infill development will be permitted within the above areas, where all of the following criteria are met:

- (a) it does not have a greater impact on the purposes of including land in the Green Belt than the existing development;
- (b) it does not exceed the height of the existing buildings;
- (c) it does not lead to a major increase in the proportion of the site which is developed.

Explanation

10.29 Two major developed sites in the Green Belt are expected to continue in their current uses during the Plan period. These are at:

- Altcar Rifle Range, Hightown; and
- Woodvale Airfield, Formby

10.30 Within the existing developed area of these sites modest development related to the existing use is, in principle, acceptable to enable these uses to continue. This comprises the filling of small gaps between existing buildings. This can help to secure jobs and prosperity without harming the Green Belt.

Implementation

This policy will be implemented through the development control process.

Sustainability appraisal

No changes made as policy relates to specific sites and circumstances.

Policy Links

None

Background documents

Planning Policy Guidance Note 2 'Green Belts', 1995.

Countryside

**POLICY GBC6
LANDSCAPE CHARACTER**

Development in the countryside will only be permitted where proposals contribute, as appropriate, to the preservation, conservation, enhancement or restoration of the landscape character of the countryside.

This is a Part I policy

Explanation

10.32 Sefton's countryside is a precious natural resource. The character of the landscape, once lost, cannot be re-created. The landscape and historic character can make a significant contribution to the economic, environmental, and community life of the Borough.

10.33 Studies of the landscape character of the Sefton countryside have been carried out. These identify the key characteristics of the countryside, and divide the countryside into landscape types.

10.34 This policy ensures that any development in rural areas contributes to the character of Sefton's countryside. In areas where the landscape is of a high quality,

development proposals will be required to ensure that its character is retained. In areas where the character of the landscape has deteriorated, development proposals will have to contribute towards the enhancement or restoration of the landscape character.

10.35 A Supplementary Planning Guidance (SPG) Note 'Landscape Character' has been prepared. This identifies the different landscape types within Sefton, their distribution and quality, and how development will be able to contribute to their preservation, conservation, enhancement or restoration.

Implementation

10.36 This policy will be implemented through the development control process guided by the SPG referred to above.

Sustainability appraisal

Minor change made to clarify policy wording.

Policy Link

CPZ3 Coastal Landscape Conservation and Management

Background documents

Planning Policy Guidance Note 7 'The Countryside', 1997;

Planning Policy Guidance Note 15 'Planning and the Historic Environment', 1994;

'Sefton Landscape Character Assessment', Sefton MBC, 1999.

**POLICY GBC7
AGRICULTURAL LAND
QUALITY**

Development will not be permitted if it would result in the loss of the best and most versatile agricultural land unless all of the following criteria are met:

- (a) there is a lack of sites in already developed areas;
- (b) no land below grade 3a is available which is not subject to an environmental designation;
- (c) the development is proposed on land of the lowest practicable grade.

Explanation

10.37 The Agricultural Land Classification system grades the quality of agricultural land from 1 to 5, with grade 3 divided into grades 3a and 3b. The best and most versatile agricultural land is that in grades 1, 2 and 3a. This land is a national environmental asset and economic resource which should be protected from irreversible development for future generations.

10.38 Sefton has 3,770 hectares of the best and most versatile agricultural land. This makes up almost half (48%) of the Sefton Green Belt. Any proposals for development on the best and most versatile agricultural land would have to be acceptable in the Green Belt. Where a proposal is acceptable in the Green Belt or is justified by very special circumstances, it will be assessed against the criteria set out in Policy GBC6 'Landscape Character'.

Implementation

10.39 This policy will be implemented through the development control process.

Sustainability appraisal

No changes needed.

Policy Links

GBC1 The Green Belt

GBC6 Landscape Character

Background documents

Planning Policy Guidance Note 7 'The Countryside', 1997.

POLICY GBC8 EQUESTRIAN DEVELOPMENT

1. Proposal for small-scale development for the keeping of horses and other equestrian development will be permitted where the following criteria are met:

- (a) at least 0.4 hectares of grazing land is available for each horse at the same location;
- (b) new buildings are sited and designed to minimise the visual impact on the openness of the Green Belt;
- (c) there is easy access to bridleways.

A planning condition or legal agreement may be used requiring a specific and identified area of land to be available at all times for the use of the horses.

2. Proposals for livery or other commercial equestrian activities involving the overnight accommodation of horses will only be permitted where there is an existing residential property or building suitable for conversion to residential use available on or nearby the site.

A planning condition or legal agreement will be used to tie the dwelling to the activity.

Explanation

10.40 The riding and keeping of horses is an appropriate activity in the countryside. However, the over-intensive use of land for activities related to the keeping of horses, such as overgrazing or a large number of buildings, can detract from the character of the landscape and the openness of the Green Belt.

10.41 To ensure that horse related development does not result in overgrazing, proposals should provide for at least 0.4 hectares of grazing land for every horse within or adjacent to the site where the horses will be kept. This standard is endorsed by the British Horse Society.

10.42 New buildings for horse-related activities, including stables, field shelters, tack rooms and other associated development, should be no larger than is essential for the

use. Wherever possible existing buildings should be re-used to reduce the need for new buildings.

10.43 Commercial livery or equestrian activities that provide overnight accommodation for horses will often require 24-hour residential supervision. As new dwellings are not normally acceptable in the Green Belt, proposals for new commercial developments will only be considered where there is an existing dwelling or building suitable for conversion available on or nearby the site.

10.44 Equestrian development proposals must demonstrate that there is easy access to bridleways. It should be noted that not all bridleways are public Rights of Way and permission must be sought for access to bridleways that are not public Rights of Way. A record of public Rights of Way is held by Sefton Council.

Implementation

10.45 This policy will be implemented through the development control process.

Sustainability appraisal

No changes needed.

Policy Links

None

Background documents

Planning Policy Guidance Note 2 'Green Belts', 1995;

Planning Policy Guidance Note 7 'The Countryside', 1997.

POLICY GBC9 LANDSCAPE RENEWAL AREAS

Development within Landscape Renewal Areas, including farm diversification, will only be permitted where it does not harm any, and makes a positive contribution to one or more, of the following:

- (a) environmental and landscape quality;
- (b) the aims and objectives of the Mersey Forest Plan;
- (c) opportunities for public access and informal countryside recreation;
- (d) biodiversity.

Explanation

10.46 The following areas are designated as Landscape Renewal Areas (LRAs):

- (i) Alt and Rimrose Valleys LRA
- (ii) Town Lane LRA

Further Landscape Renewal Areas may be proposed and approved within the life of the Plan.

10.47 Within Sefton's countryside there are many sites consisting of degraded or derelict open land, including former landfill sites, some of which are quite extensive. Almost all is high-profile, being at the urban fringe, and much is next to key transport corridors and gateways into Sefton. This creates a poor image for visitors and those contemplating investment in Sefton, as well as for those living or working in the countryside or urban fringe.

10.48 This policy aims to ensure that development proposals contribute to environmental regeneration. Improving the environmental and visual quality of the area can also assist the regeneration of the rural economy e.g. by encouraging countryside-based recreation and tourism. Environmental regeneration will improve the image of Sefton's countryside and the Borough as a whole. Developments on the edge of urban areas can enhance the character and appearance of the urban fringe, consolidate green networks, and promote biodiversity⁶. All of this has a positive impact on urban and rural regeneration.

10.49 There is a concentration of derelict and degraded sites in the Alt and Rimrose Valleys in the south of the Borough, around the M57, M58, and Switch Island between Maghull/Melling and Aintree/Netherton. This area is an important gateway to the borough, encompassing major roads, recreational paths and the Leeds and Liverpool Canal. This land is designated as the Alt and Rimrose Valleys Landscape Renewal Area. The degraded open land around Town Lane, Kew, a former landfill site, is designated as the Town Lane Landscape Renewal Area. It is important to note that not all of the sites within the LRAs may be derelict, and any proposals for development should conserve and enhance the landscape quality of these sites.

10.50 The Mersey Forest is a partnership between the Countryside Agency, Forestry Commission, Environment Agency and local

authorities across Merseyside and north Cheshire. The whole of Sefton lies within the Mersey Forest. The Mersey Forest Plan seeks to increase tree planting where appropriate across the Forest (in both rural and urban areas), in view of the environmental, social and economic benefits this can bring.

Implementation

10.51 This policy will be implemented through the development control process.

Sustainability appraisal

No changes needed.

Policy Links

GBC2 *Development in the Green Belt;*
GBC6 *Landscape Character.*

Background documents

'The Mersey Forest Plan', Mersey Forest Partnership, 2001.

NC1**Site Protection****NC2****Protection of Species****NC3****Habitat Protection, Creation and Management****Objective**

To protect, enhance and encourage the positive management of Sefton's sites, habitats and species of nature conservation value.

Indicators

(Combined indicators for Nature Conservation and The Coast Chapters)

11.1/12.1 Area and condition of land designated as SSSIs.

11.2/12.2 Changes (losses and gains) in the area of designated sites of local significance as a result of development.

Key partners

Environment Agency,
English Nature,
Merseyside Biodiversity Group

Introduction

11.1 For a metropolitan authority Sefton is remarkably rich in natural value. The diversity of life - or 'biodiversity' as it is known - is a key part of sustainable development.

11.2 Major habitats include duneland, woodland, wetlands, salt marshes, intertidal foreshores, farmland and heathland. Most of the coastal zone (see Chapter 12 'The Coast') is of high nature conservation value and is protected under European and national legislation.

11.3 The United Kingdom signed the Biodiversity Convention¹ at the Rio Earth Summit in 1992. In response to its obligations under the Convention, the Government published 'Biodiversity: The UK Action Plan' in 1994. This sets out the conservation strategy for the next 10 and 20 years and has led to the production of Local Biodiversity Action Plans.

11.4 For Sefton, this is the North Merseyside Biodiversity Action Plan (NMBAP) in which the Council is a key partner. The Plan sets out objectives and targets for restoring habitats and species at the local level. Through the NMBAP the Council will endeavour to protect sites and species, improve land management, create links between wildlife habitats and promote wildlife conservation to all communities.

11.5 Nature conservation also has a major role to play in urban regeneration through providing access to wildlife in urban areas. Biodiversity can be enhanced as part of development and regeneration projects. Nature conservation sites create a local sense of pride and appreciation.

11.6 Although it can make a significant contribution, the Plan does not attempt to address the issues of nature conservation on its own. In addition to the NMBAP, other plans and strategies promote nature conservation within Sefton. These include the Alt/Crossens and Lower Mersey Local Environment Agency Plans and the Sefton Coast Management Plan.

¹ A global agreement on the conservation and sustainable use of biological diversity

POLICY NC1**SITE PROTECTION**

1. Development will not be permitted which would harm the nature conservation objectives or integrity of the following sites of international, national, or local importance, as identified on the Proposals Map:

International

- (a) designated and proposed Ramsar Sites;
- (b) designated and potential Special Protection Areas;
- (c) designated and candidate Special Areas of Conservation;

National

- (d) Sites of Special Scientific Interest;
- (e) National Nature Reserves;

Local

- (f) Local Nature Reserves;
- (g) Sites of Local Biological/Geological Interest.

2. In the case of international sites identified in (a) - (c), development will only be allowed where there are no alternative solutions and there are imperative reasons of overriding public interest.

3. In the case of national sites identified in (d) and (e), development will be subject to special scrutiny. Development which may have an adverse affect, directly or indirectly, on the special interest of the site will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself.

4. In the case of local sites identified in (f) and (g), exceptions will only be allowed where the reasons for development clearly outweigh the impact on the nature conservation value of the sites.

5. In all cases it must be shown that:

- (a) the development cannot reasonably be located elsewhere;
- (b) harm to the nature conservation value of the site will be as small as possible by careful design and layout of the development;
- (c) any harm to the nature conservation value which results from the development is compensated within or near to the site.

6. Where planning permission is granted, planning conditions or a legal agreement may be used to protect, enhance and/or compensate for any loss of the site's nature conservation interest.

Figure 11.1
Sites of International
Nature Conservation
Importance



© Crown copyright

Explanation

11.7 Sefton contains significant areas of internationally and nationally important nature conservation sites. These sites are identified in figures 11.1, 11.2 and 11.3. The policy covers both designated and proposed sites as these are treated in the same way when considering development proposals.

11.8 The majority of the Sefton coast is designated for its international importance.

Areas of the foreshore and dunes are designated, or are proposed for designation, under the Ramsar Convention as internationally important wetland habitats.

11.9 Areas of the foreshore are also designated as a **Special Protection Area**⁶ (under the **EC Birds Directive**⁶) for the conservation of wild birds.

11.10 The dunes and part of the foreshore are designated as a **Special Area of Conservation**⁶ (under the **EC Habitats Directive**⁶) for the protection of habitats and species.

11.11 **Sites of Special Scientific Interest**⁶ and National Nature Reserves are nationally important nature conservation sites.

11.12 Three National Nature Reserves lie entirely or partly in Sefton. They aim both to protect areas of wildlife habitat and to ensure they are managed in an appropriate way. The Reserves also provide a resource for scientific research.

11.13 There are four Sites of Special Scientific Interest which lie entirely or partly in Sefton. These are the best examples of our natural heritage of wildlife habitats, geological features and landforms. Special Protection Areas, Special Areas of Conservation and National Nature Reserves are also designated as Sites of Special Scientific Interest.

11.14 The international and national sites of nature conservation importance have been combined on the Proposals Map, but are shown separately in figures 11.1 and 11.2.

11.15 Local Nature Reserves, Sites of Local Biological Interest and Sites of Local Geological Interest are regionally and locally important sites.

11.16 Local Nature Reserves and proposed Local Nature Reserves are listed in figure 11.4. These help to conserve biodiversity. In addition they help people to learn more about the natural heritage and to enjoy it. Local Nature Reserves contribute to English Nature's targets for providing areas of nature value to which the community has easy access.

11.17 Sites of Local Biological Interest have been identified by the Council through surveys for their importance to nature conservation in Sefton, and these sites are listed in Appendix 4. Within the Plan period further sites may be identified.

11.18 The Sites of Local Geological Interest form an important element of the network of nature conservation designations. These sites are listed in Appendix 5.

11.19 For the sake of clarity on the Proposals Map, Sites of Local Biological

Figure 11.2
Sites of National Nature Conservation Importance



© Crown copyright

Interest and Sites of Local Geological Interest are shown by the same notation.

11.20 The policy states that development will only be allowed in exceptional circumstances. Where these are proven, proposals will only be permitted if they ensure that any damage is reduced as much as possible and include compensation for the harm caused. This may involve enhancing the remaining habitat and creating new habitat.

Implementation

11.21 This policy will be implemented through the development control process.

Sustainability appraisal

No changes needed.

Policy Links

NC3 Habitat Protection, Creation & Management.

Background documents

Planning Policy Guidance Note 9 'Nature Conservation', 1994.

FIGURE 11.3
Sites of International & National Nature Conservation Importance

INTERNATIONAL	
Ramsar Site ⁶	Ribble & Alt Estuaries Phase 2
Ramstar Site	Mersey Narrows & North Wirral Foreshore (proposed)
SPA	Ribble & Alt Estuaries
SPA	Mersey Narrows & North Wirral Foreshore (proposed)
SPA	Sefton Coast
NATIONAL	
SSSI	Sefton Coast
SSSI	Hesketh Golf Links
SSSI	Mersey Narrows
NNR	Ribble Estuary (also Ribble Estuary SSSI)
NNR	Ainsdale Sand Dunes (within Sefton Coast SSSI)
NNR	Cabin Hill (within Sefton Coast SSSI)

FIGURE 11.4
Local Nature Reserves & Proposed Local Nature Reserves

EXISTING

- Ainsdale & Birkdale Sandhills
- Ravenmeols Sandhills
- Brookvale

PROPOSED

- Hightown Meadow
- Marshside & Crossens Marshes
- Freshfield and Woodvale Dune Heath
- Fulwood Way, Rimrose Valley
- Aintree Triangle Cutting
- Kenilworth Road
- Queen's Jubilee Nature Trail
- Extension of Ainsdale & Birkdale Sandhills
- Extension of Ravenmeols Sandhill

POLICY NC2 PROTECTION OF SPECIES

1. Development will not be permitted which may cause harm to protected or other rare or vulnerable species of animal or plant, or its habitat, unless it can be demonstrated that the impact can be successfully mitigated.
2. Planning applications likely to affect protected, rare or vulnerable species should be supported by an expert survey and specialist advice.
3. Where permission is granted, a planning condition or legal agreement may be used to secure the continued protection of a species and the enhancement of their habitat.

Explanation

11.22 Certain plants and animals are protected by law. The presence of a protected species is a material consideration¹ in planning decisions. Species subject to special protection in Sefton include all wild birds, all bat species, badgers, red squirrels, water voles, great crested newts, natterjack toads, sand lizards and petalwort.

11.23 Internationally and nationally rare and vulnerable species are identified in Red Data Books, as defined by the International Union of the Conservation of Nature. Local Red Data Books identify locally rare and vulnerable species, many of which are not protected by law. The Local Red Data Books for Merseyside are held by the Merseyside Environmental Advisory Service.

11.24 Where proposals may involve protected, rare or vulnerable species, an expert survey should be undertaken and specialist advice obtained. This should be submitted with the planning application.

11.25 The impact may be able to be offset by measures to ensure that the species survive. This may include the provision of enhanced or alternative habitat.

11.26 Further information and guidance on rare and vulnerable species and on carrying out surveys can be obtained from the Merseyside Environmental Advisory Service.

Implementation

11.27 This policy will be implemented through the development control process.

Sustainability appraisal

Policy changed to refer to need for habitat enhancement.

Policy Links None

Background documents

Planning Policy Guidance Note 9 'Nature Conservation', 1994;

'North Merseyside Biodiversity Action Plan', Merseyside Biodiversity Group, 2001;

'Wildlife & Countryside Act', 1981 (as amended);

'The Conservation (Natural Habitats, & c.) Regulations', 1994;

'Developing Naturally', Association of Local Government Ecologists, 2000.

POLICY NC3 HABITAT PROTECTION, CREATION AND MANAGEMENT

1. Development will not be permitted which would harm the management or protection of the following:
 - (a) habitats or other features of the landscape identified as priorities nationally or in the North Merseyside Biodiversity Action Plan;
 - (b) other habitats or features of major importance for wildlife.
2. Where development is permitted, a planning condition or legal agreement may be used to secure the management and/or protection of habitats and features.
3. Opportunities will be taken through the development process to encourage the enhancement, management and creation of wildlife habitat.

Explanation

11.28 The 1994 Habitats Regulations require the Plan to include policies encouraging the management of habitats and features of the landscape which are of major importance for wild plants and animals. The relevant features in Sefton include the dune edge, the Leeds and Liverpool Canal, railway lines, river corridors, wetlands, ponds and ditches. Protected species in Sefton all require habitat links.

11.29 The restoration and enhancement of habitat is a fundamental part of conserving biodiversity. It is necessary to rebuild what has been lost as well as maintaining what we have at present. The development process offers opportunities to enhance, manage or create wildlife habitats. These include proposals for major development, mineral and waste restoration schemes, and the use of planning briefs.

11.30 The Supplementary Planning Guidance (SPG) Notes 'Public Greenspace and Development' and 'Design' set out in more detail how development can contribute to this both physically and financially, and thereby help meet the targets of the North Merseyside Biodiversity Action Plan. Management agreements will be used where appropriate.

Implementation

11.31 This policy will be implemented through the development control process taking account of the SPGs referred to above.

Sustainability appraisal

Policy changed to strengthen approach to management and enhancement.

Policy Links None

Background documents

Planning Policy Guidance Note 9 'Nature Conservation', 1994;

'North Merseyside Biodiversity Action Plan', Merseyside Biodiversity Group, 2001;

'The Conservation (Natural Habitats, & c.) Regulations', 1994;

'Wildlife and Countryside Act', 1981 (as amended).¹

¹A global agreement on the conservation and sustainable use of biological diversity

CPZ1**Development in the Coastal Planning Zone (Part I Policy)****CPZ2****Coastal Protection****CPZ3****Coastal Landscape Conservation and Management****CPZ4****Coastal Park****Objective**

To ensure that development within the Sefton Coastal Planning Zone is limited to land uses dependent on a coastal location and which maintain or enhance the special characteristics of the Sefton Coast.

Indicators

(Combined indicators for The Coast and Nature Conservation Chapters)

12.1/11.1 Area and condition of land designated as SSSIs.

12.2/11.2 Changes (losses and gains) in the area of designated sites of local significance as a result of development.

(Indicators for Chapter 12, The Coast, only)

12.3 The number and type of developments approved within the Coastal Planning Zone, and the proportion of these which are not 'coast-dependent'.

Key partners

Sefton Coast Partnership

Introduction**The Sefton Coastal Planning Zone**

12.1 The Coastal Planning Zone (figure 12.1) covers the low-lying area from the Ribble to the Mersey estuaries defined by shallow inshore waters, extensive intertidal flats, dunes and marshes landscapes.

12.2 The seaward boundary of the Coastal Planning Zone is defined by Mean Low Water Mark or Council ownership, whichever is the greater distance offshore. The landward boundary is defined by a combination of coastal landscape features, coast-related land-uses, and barriers such as the Southport-Liverpool rail line.

12.3 The Coastal Planning Zone is a complex and integrated system comprising:

- the coastal landforms and coastal processes which maintain them
- the self-contained **dune aquifer**⁶
- important habitats and species
- human activities.

The developed coast

12.4 There are two main areas of developed coast:

- the area between Birkdale and Southport, which includes Southport Seafront.
- from Blundellsands to the Liverpool boundary, including the Port and Maritime Zone.

12.5 Southport Seafront and the Port and Maritime Zone are major locations for employment (see chapter 5 - 'Economic Development and Tourism'). In recent years off-shore oil and gas installations have been developed, with associated bases in Sefton. A transatlantic cable also comes ashore in Sefton. These have added a new dimension to Sefton's coast-related economy.

The undeveloped coast

12.6 The undeveloped coast lies between these two areas, centred around the sand-dunes and associated features at Formby Point and Ainsdale. Marshside is also undeveloped coast. The Sefton Coast Partnership brings together the agencies who own or manage most of the undeveloped coast, including Sefton Council, English

Nature, the National Trust and the Ministry of Defence.

12.7 The Sefton Coast Partnership's Integrated Coast Zone Management (ICZM) Plan 2006-07 is non statutory guidance and provides an umbrella for a number of strategies. It supports collaboration on the coast and helps resolve different interests, including:

- developing the natural coast as a tourist attraction
- nature conservation and biodiversity
- the need to maintain the capacity of the coast to form a natural sea defence.

12.8 Most of the Coastal Planning Zone is of international importance for nature conservation, and is a key environmental asset in Sefton (see chapter 11 - 'Nature Conservation').

Coastal defence

12.9 The coastal processes and landforms of the undeveloped coast create an effective defence against coastal flooding and erosion. The Plan's land-use policies reflect the approach in the Shoreline Management Plans approved for Sefton and the neighbouring coastline.

12.10 Considerable investment took place between 1997 and 2002 in a new floodwall for Birkdale and central Southport. The docks and other structures associated with the Port also provide a coastal defence. A detailed strategy for Crosby to Formby Point is being prepared within the context of the relevant Shoreline Management Plan. Coastal defence will become more important through this Plan period and beyond.

Climate change

12.11 It is anticipated that significant impacts of climate change will be felt within the next 50 years or so - for example, rises in sea level which may put low-lying land and coastal aquifers at risk (and also the habitats and species found at the coast), and rises in average temperatures. Sea-level is predicted to rise by 200mm by the year 2030.

12.12 In the short-term, one element of climate change in the North West is likely to be more storms, which will affect tide levels and winds. This could affect the rate of coastal erosion and deposition. It could also lead to

more and higher floods and increased risk of wind damage.

12.13 There could be implications for habitats and species as well as human activities, structures and trees. Plan policies in this coastal chapter aim to keep these risks as low as possible.

Sustainability Appraisal

New paragraphs added to introduction to deal with the impact of climatic change on species and habitats.

**Figure 12.1
Coastal Planning Zone
& Coastal Park**



© Crown copyright

**POLICY CPZI
DEVELOPMENT IN THE
COASTAL PLANNING ZONE**

1. Within the Coastal Planning Zone defined on the Proposals Map development will be restricted to uses which depend upon a coastal location. In Sefton these are:

- port-related uses within the Port and Maritime zone;
- leisure- and tourism-related uses within Southport Seafront;
- development required to assist the management of the natural areas and landscape features of the open coast or required for coastal defence;
- development related to the use of the coast for informal, countryside recreation;
- development comprising landfall facilities for off-shore installations.

2. Proposals for any of these uses are acceptable in principle.

This is a Part I Policy

Explanation

12.14 Only coast-related development is acceptable in principle within the Sefton Coastal Planning Zone in order to protect the special characteristics of the Sefton coast. Nature and landscape conservation are important considerations when assessing the proposals in detail. Developers should show why their proposals need to be at the coast.

12.15 Within the Crosby Marine Park a pub-restaurant may be acceptable at the southern end of the marina or Park, as small scale leisure and tourism-related development. The key principles in determining planning applications (including those for a pub-restaurant) are this policy together with policies relating to development on urban greenspaces set out in Chapter 13.

12.16 Throughout the Coastal Planning Zone (including within the Port and Maritime Zone) development required for coastal defence or landfall facilities for off-shore installations (such as pipelines or cables) is acceptable in principle.

Implementation

12.17 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

EDT9 The Port and Maritime Zone;
EDT15 Southport Seafront;
GBC2 Development in the Green Belt;
NC1 Site Protection;
NC2 Protection of Species;
G1 Protection of Urban Greenspace.

Background documents

'Regional Spatial Strategy (RSS) for the North West', North West Regional Assembly, 2003;

'Sefton Coast Partnership ICZM Plan 2006-2011', Sefton Coast Partnership, 2006;

Planning Policy Guidance Note 20 'Coastal Planning', DOE, 1992;

'Action Plan for the City Region 2002-2005', The Mersey Partnership, 2001.

POLICY CPZ2 COAST PROTECTION

1. Development will not be permitted which would:
 - (a) increase the risk of tidal flooding or coastal erosion through its impact on coastal processes, or
 - (b) impair the capacity of the coast to form a natural sea defence or adjust to changes in conditions without risk to life or property.
2. Proposals for built development within areas likely to be affected by coastal erosion will only be permitted where erosion or landslips are not likely to occur during the lifetime of the building.

Explanation

12.18 Coast protection includes the two linked elements of coastal erosion and tidal flood risk. The defences against each are often common, for example Southport Seawall or the sand dunes.

12.19 This policy aims to ensure that development does not impair coastal defence and is not harmed by the erosion of the coast or the land instability which it causes.

It deals with the land-use implications of the longer term Shoreline Management Plans, local strategies for coast defences and Coastal Habitat Management Plans. In most cases development proposals relating to coast protection will need to have an environmental assessment.

12.20 This policy relates only to the aspects of flood defence affecting the coast alone. Policy EP8 'Flood Risk' covers other aspects of both coastal and river flooding, and aims to protect development from being flooded.

Implementation

12.21 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

CPZ1 Development in the Coastal Planning Zone;
CPZ3 Coastal Landscape Conservation and Management;
EP8 Flood Risk.

Background documents

'Coastal Defence Issues and Strategy', Sefton MBC, 2000;

'Climate change impacts in NW of England', Sustainability North West, 1999;

'Shoreline Management Plans for Sub-Cell 11A (Llandudno to Formby Point)' and '11B (Formby Point to Fleetwood)', both Shoreline Management Partnership, 1999;

'Sefton Coast Partnership ICZM Plan 2006-2011', Sefton Coast Partnership, 2006.

POLICY CPZ3 COASTAL LANDSCAPE CONSERVATION AND MANAGEMENT

1. Development which is likely to significantly harm the coastal landscape will not be permitted.
2. Development which is likely to significantly harm the quantity and quality of the groundwater in the dune aquifer and the ecological features it supports will not be permitted.
3. Development within or affecting the Coastal Planning Zone will be expected to support the integrated management of the coastal landscape as a corridor which allows wild species to migrate, disperse and breed successfully. Development which significantly harms these interests will not be permitted.
4. Planning conditions or legal agreements may be used to secure any of the above.

Explanation

12.22 In this policy landscape means soil, topography, coastal and **geomorphological processes**⁶, the self-contained dune aquifer, vegetation, habitat and species, general landscape character and how they link together. How significant the harm is will depend on the combination of the size of the impact and the value of the coastal landscape affected.

12.23 Regulation 37 of the 1994 Habitats Regulations states that development plan policies can cover the management of features of the landscape which are of major importance for wild plants and animals, such as 'linear and continuous structure[s which are] essential for the migration, dispersal and genetic exchange of wild species'.

12.24 The coastal landscape is such a linear and continuous feature. The policy aims to protect and support it and prevent it being broken up, for example through parts being lost or by the erection of barriers. This will allow the wild animals and plants there to migrate, disperse, live and breed successfully. This support will usually be through the landscape being enhanced or managed.

How much enhancement is required will depend on the type, size and location of the development. This policy does not apply to proposals for house extensions in Hightown, as these will not have a significant impact on the coastal landscape.

12.25 There is a self-contained **aquifer**⁶ within the dunes which 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 seasonal source of water for several golf courses in the area.

Implementation

12.26 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made as it would be too difficult to specify all of the types of development which could have an impact on the dune aquifer.

Policy Links

- NC1 Site Protection;
- NC2 Protection of Species;
- NC3 Habitat Protection, Creation and Management;
- GBC6 Landscape Character.

Background documents

'The Conservation (Natural Habitats, etc) Regulations 1994' (commonly known as the **'Habitats Regulations'**), 1994;

'Sefton Coast Candidate Special Area of Conservation Conservation Strategy', Sefton Coast Life Project, 1999;

'Southport and Sefton Water Resource Evaluation', ENTEC UK Ltd, 1999;

'Beach Management Strategy', Sefton MBC, 1991;

'North Merseyside Biodiversity Action Plan', North Merseyside Biodiversity Group, 2001;

'Sefton Coast Partnership ICZM Plan 2006-2011', Sefton Coast Partnership, 2006.

POLICY CPZ4 COASTAL PARK

1. Within the Coastal Park, as identified on the Proposals Map, planning permission will not be granted for development that would significantly harm:

- (a) existing or proposed informal recreational uses; or
- (b) public access to or within the Coastal Park; or
- (c) the tranquillity and quiet enjoyment of the Coastal Park.

2. Development within the Coastal Park shall support or enhance the informal recreational use of the Park. Planning conditions or legal agreements may be used to secure this.

Explanation

12.27 The open area of coast extending north from Seaforth beyond Southport Seafront to Marshside Reserve and the Ribble estuary is defined as a Coastal Park (figure 12.1). In this area informal countryside recreation and nature conservation are important.

12.28 The Sefton Coast has long been a major recreation resource for Sefton, Merseyside and the wider area. This includes opportunities both for enjoying nature and for environmental education.

12.29 This policy sets out the most important land-use issues relating to the recreational use of the Coastal Park. The requirements of nature and landscape conservation or enhancement are other key considerations. The extent to which a proposal may harm the Coastal Park will depend on the combination of the size of the impact and the value of the recreational resource being affected.

12.30 Proposals that enhance the informal, countryside recreation function of the Coastal Park include development associated with existing links golf courses and small-scale farming. Access means access for everybody.

12.31 Support for or enhancements to the Coastal Park should relate to the type, scale and location of the development

being proposed. Enhancements may include sign-posting, new paths, information boards, landscape enhancements or other things which help people to enjoy nature. Further new golf courses are unlikely to be acceptable.

12.32 Protection of land through its purchase for public ownership will take place where this is judged to be appropriate.

12.33 The strategy for the overall management of the area is guided by the Sefton Coast Partnership's (Integrated Coastal Zone Management) Plan, the Mersey Forest Plan and the Sefton Coast Special Areas of Conservation Strategy.

Implementation

12.34 This policy will be implemented through the development control process, guided by the documents referred to in 12.33 above.

Sustainability Appraisal

No changes needed.

Policy Links

- GBC2 Development in the Green Belt;
- GBC6 Landscape Character;
- NC1 Site Protection;
- NC2 Protection of Species;
- NC3 Habitat Protection, Creation and Management.

Background documents

'Mersey Forest Plan', Mersey Forest Partnership, 2001;

'North Merseyside Biodiversity Action Plan', North Merseyside Biodiversity Group, 2001;

'Action Plan for the City Region 2002-2005', The Mersey Partnership, 2001;

'Sefton Coast ICZM Plan 2006-11', Sefton Coast Partnership, 2006;

'Sefton Coast Candidate Special Area of Conservation Strategy', Sefton Coast Life Project, 1999.

- G1**
Protection of Urban Greenspace
- G2**
Improving Public Access to Urban Greenspace
- G3**
Urban Greenspace Systems
- G4**
Development Adjacent to the Leeds and Liverpool Canal
- G5**
Protection of Recreational Open Space
- G6**
Built Recreational Facilities
- G7**
Strategic Paths for Countryside Recreation
- G8**
Countryside Recreation Areas
- G9**
Aintree Racecourse Recreational Area

Objectives

- to protect and improve urban greenspaces within the urban area and ensure that the amenities urban greenspaces provide to local people are maintained.
- to protect existing recreational open space and facilities from inappropriate development.
- to protect and enhance the opportunities for countryside recreation in Sefton.

Indicators

13.1 Area (hectares) of accessible local recreational open space per 1,000 population available for:

- pitch sports
- non-pitch sports
- children's play and informal use.

13.2 Change (additions and subtractions) to the total stock of urban greenspace, and to greenspace accessible to the public, as a result of development.

13.3 Net change in the amount of accessible recreational open space (including natural greenspace) as a result of development.

Key partners

British Waterways, Sport England.
Urban Greenspace and Recreation

Introduction

Urban Greenspace

13.1 Open spaces within the urban area of Sefton contribute to the quality of life of its local communities in many ways. They are a visual break in built-up areas, they can help to enhance the local environment, and provide opportunities for recreation and habitats for wildlife. The range of benefits that open space within the urban area can provide is set out in figure 13.1.

13.2 Open land within the urban area that is greater than 0.05ha in size and provides any of the benefits set out in figure 13.1 to a significant degree is designated as urban

greenspace. These spaces are identified on the Proposals Map. Urban greenspace may have a number of uses: parks, sports grounds and allotments. It may also cover school sites and other institutions set in large grounds such as churches, cemeteries and hospitals. Urban greenspace may be in either public or private ownership. The Leeds and Liverpool Canal is also an urban greenspace (except where it runs through the Green Belt) with its own particular character.

13.3 The aim of the Plan is to safeguard and enhance urban greenspace. Where appropriate the benefits provided by urban greenspace sites should be enhanced, for instance by improving public access to them. This will make a vital contribution to the wider objectives of sustainable development and urban regeneration, in view of the many different roles which open space fulfils. As more houses are built in the urban area the amenity value of urban greenspace in Sefton will become increasingly important.

Recreation

13.4 Another aim of the Plan is to protect previous recreational¹ investment made within Sefton. Land that may be identified for future recreation investment in any strategy that the Council is committed to, for example through the Local Leisure Plan and Community Strategy, is also safeguarded.

13.5 Two types of land with either formal or informal recreational value are not designated as urban greenspace. These are sites within the urban area of less than 0.05ha and sites in the Green Belt. Their important contribution to the recreational resource of Sefton is protected through Policy G5 'Protection of Recreational Open Space'. This complements policy G1 'Protection of Urban Greenspace' as it provides the criteria against which the recreational value of urban greenspace will be assessed.

13.6 Built recreational facilities can also make an important contribution to the recreational resource of Sefton. Facilities that are required by the community will be protected through Policy G6 'Built Recreational Facilities'.

¹Recreation in this chapter encompasses both formal recreational facilities, such as playing pitches and bowling greens, and informal provision, such as footpaths, cycle ways, children's play space and general areas for relaxation and contact with nature.

13.7 The countryside of Sefton provides opportunities to enjoy nature, escape from the urban environment and experience tranquility. In recognition of this, parts of it have been designated as Countryside Recreation Areas. Existing cycle routes and footpaths form important links between the urban area and wider countryside and have been designated as strategic footpaths for countryside recreation.

Open Space and Recreation Study

13.8 The Council is in the process of carrying out an open space and recreation study which will:

- assess the need for a range of open space and recreational facilities;
- calculate the existing amount and quality of open space and recreational facilities;
- identify deficiencies in the amount and quality of open space and recreational facilities;
- outline opportunities for new (and improved) open spaces, green corridors and recreational facilities, and
- set local standards for the amount, type and quality of open space and how accessible it should be.

13.9 The Council intend to complete the Study by the end of 2006. The Study will seek to meet the requirements of PPG17 – 'Planning for Open Space, Sport and Recreation' and will follow the guidance set out in the Companion Guide to PPG17 'Assessing Needs and Opportunities'. The Policy implications arising from this Study will be addressed through a Development Plan Document – 'Greenspace and Development'.

New Public Greenspace and Recreation Facilities

13.10 Policy DQ4 'Public Greenspace and Development' within Chapter 16 sets out how new public greenspace or contributions towards improving public greenspace will be secured. Section 2 of Policy G6 'Built Recreational Facilities' sets out the criteria against which proposals for such facilities will be assessed.

FIGURE 13.1 The Benefits of Urban Greenspace

Trees

- the contribution made by both individual trees and the level of tree cover is an important aspect of greenspace. They enhance visual amenity, offer wildlife value and act as a buffer. Their role may be relevant within each of the following criteria.

Visual Amenity

- the views into and from the site, and the relationship of the site to adjacent or linked spaces, regardless of whether the site has public access.
- what the site offers in terms of outlook, variety in the urban scene or as a positive element in the landscape.

Quality

- the way a greenspace contributes to the appearance of the surrounding area or townscape in terms of landscape and design.
- the contribution that plentiful and visually attractive greenspaces make to regeneration.

Recreation and Wellbeing

- the informal and formal recreational facilities that a site provides, or the potential of the site to provide these in the future to people of all ages.
- the health benefits provided by greenspaces, including allotments.
- the ability of urban greenspaces to act as green corridors that allow people to move through the urban area into the surrounding countryside.

Wildlife and Habitat Value

- the habitats and wildlife provided on the site, including sites identified in habitat surveys of the North Merseyside Biodiversity Action Plan, as well as sites supporting protected species.
- the value of sites containing natural areas which people have easy access to, and provide opportunities for public enjoyment and environmental education.
- the potential to enhance or create habitat and to meet targets laid down in the North Merseyside Biodiversity Action Plan.
- the 'green corridor' function provided by greenspaces that provides an opportunity for wildlife to move through the urban area.

Cultural and Community Resource

- where the site reflects a particular period of development, contains historic or archaeological remains or is identified as an area of search for remains.
- where the site has social importance within its neighbourhood e.g. site for community events or historical association.

Strategic functions

- openness – The open character provided by greenspace within the urban area and how it affects people's perception of how built up an area is.
- buffer - This includes any feature within the site which provides a visual screen or shelter or helps to reduce noise e.g. belts of trees and boundary walls. It also refers to any buffer provided by a site to separate different land uses, including transport corridors.

Individual urban greenspace sites are designated whether they provide one, several or many of these benefits, rather than only when they provide all of them.

POLICY G1 PROTECTION OF URBAN GREENSPACE

1. Development will not be permitted on urban greenspace except if it comprises any of the following special circumstances:

- (a) environmental improvements designed to enhance the greenspace;
 - (b) minor development directly related to the existing use of the site;
 - (c) development of built recreational or community facilities for which there is a recreational need and where no alternative sites are available. Such development shall not result in:
 - (i) excessive loss of the open area; or
 - (ii) the loss of formal or informal recreation facilities for which there is local need unless:
 - an equivalent, and equally convenient, area is provided as compensation; or
 - it is demonstrated that the need for the built facility is greater than the need to retain the site's existing recreational use.
 - (d) where an equivalent area of new greenspace can be provided which has greater greenspace benefits and, is more convenient and publicly accessible than that being lost;
 - (e) where development on greenspaces with no public access results in the creation of new areas for public use as defined in Policy G2.
2. Residential development will only be permitted where the housing land supply does not exceed the requirements set out in Policy H1 or where the circumstances set out in Policy H3 (2) and (4) apply.
3. For development which complies with section 1 above, it must be demonstrated that:
- (a) the need for the development outweighs the need to retain the urban greenspace;
 - (b) the benefits provided by the urban greenspace will be protected and enhanced.

Explanation

13.11 This policy aims to protect urban greenspace from inappropriate development that would erode the benefits it provides. The range of these benefits is set out in Figure 13.1. As some of the benefits provided by a greenspace rely on the way in which it is managed, the potential of the greenspace to provide additional benefits will also be considered.

13.12 Environmental improvements as referred to in 1(a) of the policy that enhance the benefits provided by the greenspace will be permitted. This would include the re-designing of greenspaces (e.g. with new planting, footpaths and play areas). Environmental improvements do not include new or replacement buildings, extensions to buildings, or car parks or access roads, even if it can be demonstrated that the visual appearance of a site could be improved.

13.13 In section 1(b) of the policy, minor development includes extensions to schools and hospitals, the provision of changing rooms or other small scale development, such as car parks or access roads, directly related to the current use. Such development may be allowed if the scale of the proposal is small compared to the scale of any existing buildings and other hard surfaces on the site. The potential extent of built up area in relation to open area will also be considered.

13.14 In section 1(c) refers to recreational need. Paragraphs 13.46 to 13.49 in the explanation to Policy G5 'Protection of Recreational Open Space' set out in more detail how to assess recreational need. Section 1(c) i says that development should not result in excessive loss of the open area. The amount of greenspace that should be left undeveloped will depend on:

- the size of urban greenspace in question;
- the effect of development on the openness of the greenspace;
- the effect of development on the benefits provided by the greenspace and their importance to the local community;
- the effect of development on the function and overall appearance of the greenspace.

13.15 In section 1(d) the requirement to provide greater greenspace benefits than the greenspace being lost means that the new greenspace should provide at least the same

types of benefits (as set out in figure 13.1), and that they should be of a higher quality. The new greenspace should also be more convenient and publicly accessible, that is it should be available for the public to use and in a location which is at least as accessible to current and potential new users as the existing greenspace. The new greenspace should be equivalent to that being lost; this means at least the same in terms of size, usefulness, attractiveness and quality. This is also relevant to the first bullet point of part (c) ii of Section 1.

13.16 Developments that are not directly related to the existing use of the site may be permitted in principle under section 1(c) of the policy, under section 1(d) where an alternative site can be provided as compensation, or under section 1(e) where a substantial part of a site greenspace not accessible to the public will be made available for public use.

13.17 However, even if any of these requirements can be met, residential development will not be permitted if the housing land supply exceeds the requirements set out in Policy H1. This is unless the development meets the criteria set out in Policy H3, i.e. that :

- it will either assist urban regeneration (Policy UP1); or
- it will meet an identified affordable housing or other special housing need (Policy H2); and
- the site is in an accessible location (Policy AD1).

13.18 In addition planning permission will only be granted for housing on greenfield sites and urban greenspaces where there is a sustained shortage in the housing land supply.

13.19 Where there are redundant buildings on the site, the proposed development should re-use these. It is the applicant's responsibility to demonstrate why these may not be suitable for re-use. If it is agreed that existing buildings can be demolished and replaced with new buildings, rebuilding should not exceed the footprint¹ of any existing buildings.

13.20 In considering whether the construction of replacement buildings on another part of the urban greenspace would be acceptable, the potential loss of benefits

¹The ground area covered by an existing building.

that would result will be weighed against the need for development in that particular location. Developers should indicate how former built up areas would be landscaped to provide urban greenspace benefits.

13.21 Where greenspace is part of a greenspace system, any development will be assessed in terms of its effect on the whole system and links between individual systems. Developers should demonstrate in their proposals that the benefits provided by the greenspace would be enhanced, for example, by improving physical or visual links. Policy G3 'Urban Greenspace Systems' provides further guidance on this issue.

13.22 Further guidance on the provision of new public greenspace is set out in Policy DQ4 'Public Greenspace and Development' and the Supplementary Planning Guidance Note of the same name.

Implementation

13.23 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy changed to ensure that public access levels are maintained.

Policy Links

G2 *Improving Public Access to Greenspace;*
G3 *Urban Greenspace Systems;*
G5 *Protection of Recreational Open Space;*
DQ4 *Public Greenspace and Development.*

Background Documents

'Green Spaces: Better Places', DLTR, 2002,

Planning Policy Guidance Note 17: 'Planning for Open Space, Sport and Recreation', July 2002,

'The Six Acre Standard: Minimum Standards for Outdoor Playing Space', National Playing Fields Association, 2001.

POLICY G2 IMPROVING PUBLIC ACCESS TO URBAN GREENSPACE

1. Development may be permitted on greenspace where there is no public access provided that a substantial percentage of the greenspace is made available for public use.
2. Development will only be permitted if it is demonstrated that the effects of the development on the benefits provided by the greenspace can be offset and that overall the development responds positively to the character and form of its surroundings.
3. Development which is acceptable in principle will only be permitted where:
 - (a) the greenspace is publicly accessible and convenient;
 - (b) there is a local need for recreational open space; and/or
 - (c) there is a local need for nature space.

Procedures

4. Comprehensive proposals shall be submitted for the whole of the greenspace.
5. A statement shall accompany all proposals setting out how they help to meet local recreational demand or local biodiversity targets.
6. Planning conditions and/or legal agreements will be used to ensure continued public access and, where the Council adopts such greenspace, to provide for its future maintenance and management.

Explanation

13.24 This Policy should be read in conjunction with Policy G1 'Protection of Urban Greenspace'. It amplifies section 1(e) of that policy. The policy criteria and principles set out in Policy G1 will also be applied to assess whether development proposals that provide public access to greenspace are acceptable.

13.25 In certain circumstances, the impact of developing on part of a greenspace can be offset by bringing into public use part

of the area for recreational and/or nature conservation purposes for which there is a local need. This may result in an overall benefit to the local community. However, the lack of public access to recreation or nature space within a particular locality will not by itself justify development.

13.26 Not all the effects of development on greenspace benefits can be compensated for. Where this is the case planning permission will not be granted. For example, development would not be permitted on a site where the openness of the greenspace makes an important contribution to local character and townscape. Development will not be permitted if the proposal to develop and bring part of the site into public use does not relate well to the character and form of the surrounding area.

13.27 Where development is acceptable in principle, the amount of greenspace that should be left undeveloped and brought into public use will depend on: the size of urban greenspace in question; the effect of development on the openness of the greenspace; whether its partial development would provide enough space to fulfil a local need for recreation or nature space without eroding the benefits that the greenspace may currently provide.

13.28 Section 2 of the Policy refers to recreational need. Paragraphs 13.46 to 13.49 in the explanation to Policy G5 'Protection of Recreational Open Space' set out in more detail how to assess recreational need. In considering local needs for nature space, 'accessible nature space' and the objectives of the North Merseyside Biodiversity Action Plan and the Mersey Forest Plan are relevant - paragraph 16.41 in Chapter 16 refers to these in more detail. Greenspace which is publicly accessible and convenient should be available for the public to use and should be in a location which is accessible to current and potential new users.

13.29 The publicly accessible greenspace which forms part of the proposal shall be in addition to that required by Policies G5 'Protection of Recreational Open Space' and DQ4 'Public Greenspace and Development'.

Implementation

13.30 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy changed to give a clearer framework for improving the quality of urban greenspace.

Policy Links

G1 Protection of Urban Greenspace;

G5 Protection of Recreation Open Space;

DQ4 Public Greenspace and Development.

Background Documents

'North Merseyside Biodiversity Action Plan', Merseyside Biodiversity Group, 2001.

Parkhaven Trust, Deyes High School, St Andrew's Church and Maricourt School;

- Crosby - Merchant Taylors School, Nazareth House and Victoria Park; and
- Bootle - the area in Netherton which comprises the Golf Course, Moss Lane playing fields, the Cemetery, Littlewoods Sports Ground and a number of schools.

These are shown in figure 13.2.

Implementation

13.35 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy changed to improve the definition of 'links'.

Policy Link

G1 Protection of Urban Greenspace

Background documents

None.

POLICY G3 URBAN GREENSPACE SYSTEMS

Development that would sever a physical or visual link between adjoining greenspaces will not be permitted.

Explanation

13.31 In many parts of Sefton, greenspaces occur in groups with physical or visual links between individual greenspaces. Physical links occur where two or more greenspaces are next to each other. There are visual links between these, and between greenspaces separated only by a road, rail line or other small areas of land. Where these groups occur, the overall benefit of a 'system' of greenspaces can be greater than the value of a series of individual greenspaces. Figure 13.2 shows the principal urban greenspace systems.

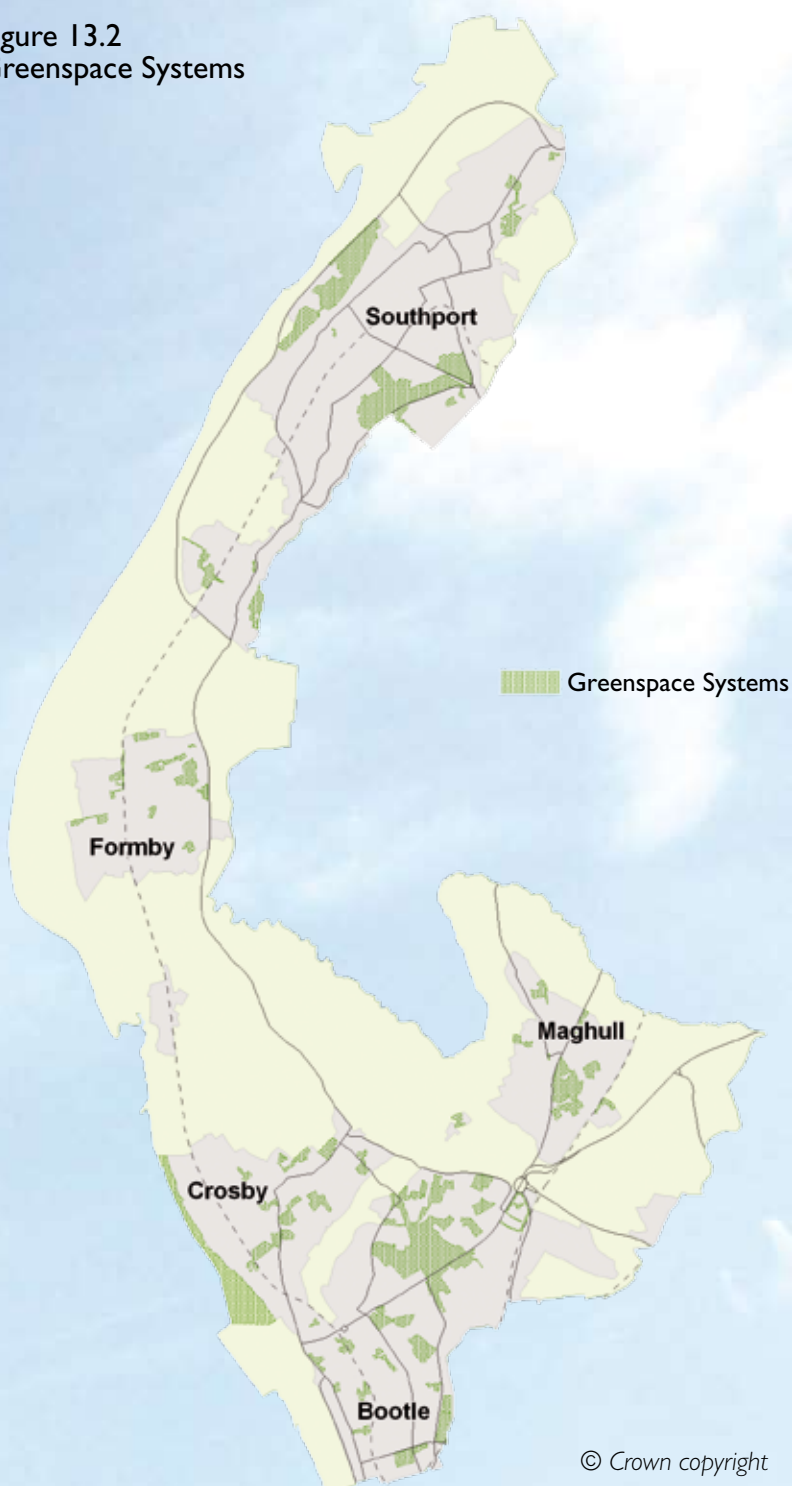
13.32 A physical or visual link may be severed by developing a connecting strip of greenspace, or through making changes along site boundaries (e.g. erecting walls) or through planting within sites.

13.33 There is not necessarily a direct relationship between the scale of a development and its potential effect on the greenspace system. Removal of one site from a group of greenspace sites could devalue the amenity of the whole system.

13.34 Particularly good examples of greenspace systems can be found in:

- Southport - the links between The Stray and Botanic Gardens;
- Formby - the Cricket Ground, St Peter's Church and School, linked by Church Path and Cricket Path;
- Maghull - the area which includes the

Figure 13.2
Greenspace Systems



© Crown copyright

POLICY G4 DEVELOPMENT ADJACENT TO THE LEEDS AND LIVERPOOL CANAL

Development adjacent to or on the Canal will be permitted providing that:

- (a) the Canal's function as a waterway is not affected;
- (b) existing access to the towpath is retained or an alternative access is made to serve the same catchment area;
- (c) new towpath access is provided as part of residential development schemes on sites adjacent to the towpath;
- (d) it fronts onto the Canal, and its design and landscape respect the canalside location;
- (e) the cultural heritage and industrial archaeology of the Canal are protected and enhanced, and;
- (f) it protects and enhances the nature conservation and recreation value of the canal or land adjoining it.

Explanation

13.36 The Leeds and Liverpool Canal is designated as urban greenspace within the urban area. All of the amenity benefits of greenspace apply to the whole length of the Canal. The Canal is important culturally and historically. It also provides a refuge for wildlife. The towpath is used for informal recreation by anglers, walkers, cyclists and those of limited mobility. However, scope for water-based recreation other than angling is currently limited.

13.37 The Council is committed to the economic, social and environmental regeneration of the Canal and the land around it, and is working with other agencies to achieve this.

13.38 The protection of the Canal and towpath, and the enhancement of the Canal and its environment, will assist regeneration. Maintaining and increasing public use of the Canal and towpath is important because of its recreation value.

13.39 The Canal goes through the heart of the urban area in the south of the Borough and links it to the rural area. For this reason

the towpath is designated as a Strategic Path for countryside recreation.

13.40 Protection of existing, and securing additional towpath access points, will ensure that canalside communities can enjoy the benefits of the Canal environment.

13.41 Maintaining the integrity of the Canal as a waterway includes retention of winding holes¹, and basins as resting and turning points.

Implementation

This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as water pollution is covered by other regulations.

Policy Links

H9 Hawthorne Road/Canal Corridor

G7 Strategic Paths for Countryside Recreation.

Background documents None.

POLICY G5 PROTECTION OF RECREATIONAL OPEN SPACE

1. Planning permission will be refused for any development that would lead to the loss of open space that is used for recreational purposes or could meet a recreational need in the area.

2. Exceptions may be made where either:

- (a) the proposed development is for facilities ancillary to the principal use of the site and the development will enhance the recreational function of the site; or
- (b) an equivalent, and equally convenient, area is provided before development begins.

Procedures

3. A planning condition or legal agreement will be used to ensure that compensatory land required to satisfy 2(b) is provided.

Explanation

13.43 Outdoor recreational open space can enhance the quality of life for people of all ages. Such space can take a variety of forms ranging from formal team based sports such as football, bowling, tennis and rugby to informal recreational pursuits. These involve more spontaneous and sometimes quieter activities, such as cycling and walking.

13.44 Recreational space comprises not only urban greenspace but also open spaces with recreational value. These include open spaces:

- with an area of less than 0.05 ha. e.g. bowling greens;
- at the urban fringe or on the coast;
- within the Green Belt.

Where the site is an urban greenspace this policy must be read in conjunction with Policy G1 'Protection of Urban Greenspace'.

13.45 The aim of this policy is to prevent any development which would result in the reduction of formal and informal recreational open space for which there is recreational need. Open space that has the potential to fulfil a defined need will also be protected by this policy.

13.46 In the absence of an up-to-date open space assessment developers may seek to demonstrate that recreational land is surplus to requirements before their proposal can be accepted in principle. They should consult the local community in order to show that their proposals are widely supported. Developers should also take into account proposals to enhance recreation provision that may be set out in strategies to which the Council are committed, such as through the Local Leisure Plans or Community Strategy.

13.47 Developers should use the standards set out in figure 13.3 to determine whether there is enough recreational open space to meet all informal and formal recreational needs in the area. For instance, in some areas there may be a surplus in one form of open space (for example, informal open space) but a shortage of another (for example, playing fields). In some cases it may be appropriate to use surplus recreational open space for another recreational purpose to reduce or eliminate any shortages.

13.48 The standards set out in figure 13.3 are based on the National Playing Field

¹A place where a canal widens out to allow boats or barges to turn around.

Association's recommended 2.4 ha standard for the provision of formal recreation space and children's play space provision. An additional 0.1 ha has been added to the recommended standard for children's play space provision to reflect the need for informal recreational open space for the population as a whole. The enhanced level of provision gives greater scope for good design.

13.49 To save delays in processing applications, developers should submit the assessment at the same time as any planning application for the re-development of a recreational open space.

13.50 If it is found that an open space is of value to the local community development will only be permitted if an equivalent and equally convenient open space can be provided as compensation. Equivalent means at least the same in terms of size, usefulness, attractiveness and quality. An equally convenient site should be available for the public to use and in a location which is at least as accessible to current and potential new users as the existing open space.

FIGURE 13.3 Standards for Recreation Provision in Sefton	
Pitch Sports	1.2 ha per 1000 population
Non-pitch sports	0.4 ha per 1000 population
General Open Space provision (including children's play space)	0.9 ha per 1000 population

Implementation

13.51 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as it is considered inappropriate to protect recreational buildings associated with open space.

Policy Link

G1 'Protection of Urban Greenspace'

Background documents

Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation' 2002.

'The Six Acre Standard: Minimum Standards for Outdoor Playing Space', National Playing Fields Association, 2001;

'Sefton MBC Playing Pitch Demand Assessment', Sefton MBC, 1998.

POLICY G6 BUILT RECREATIONAL FACILITIES

Protection of Existing Facilities

1. Planning permission will be refused for any development that would lead to the loss of built recreational facilities for which there is a recreational need.

2. Exceptions will be made where an equivalent recreational facility is provided in an equally convenient location as compensation. Planning conditions or legal agreements will be used to ensure that this is provided.

Provision of new facilities

3. New built recreation facilities will be permitted within Town, District or Local Centres.

4. Where there are no suitable sites within a defined Centre new built recreation facilities will be permitted in out-of-centre locations where it can be demonstrated that:

- (a) there is a recreational need for the facility; and
- (b) they are accessible by a choice of travel, including by walking, cycling and public transport.

Explanation

Protection of existing facilities

13.52 Built recreational facilities, such as indoor sports courts and swimming pools, are a valuable community resource. Those facilities that are valued by the community and for which there is recreational need must be protected. Therefore, where development proposals could affect a built recreational facility, developers will need to demonstrate through a robust assessment of recreational needs that either

- the facility is surplus to requirements, or
- an equivalent recreational facility can be provided in an equally convenient location as compensation for the loss of the existing facility.

Developers will need to consult the local community to show that their proposals are

widely supported. They should also take into account strategies relating to built provision to which the Council are committed, such as the Local Leisure or Community Strategy. The policy does not refer to clubhouses, small ancillary buildings or structures associated with open space uses.

13.53 If it is found that a built recreational facility is of value to the local community, development will only be permitted if an equivalent recreational facility is provided in an equally convenient location. Equivalent means at least the same in terms of size, usefulness, attractiveness, quality and public accessibility. An equally convenient location means one which is at least as accessible to current and potential users as that of the existing built recreational facility.

Provision of new facilities

13.54 Built recreational facilities have similar land use characteristics to retailing outlets. They make intensive use of land and attract large numbers of visitors. To reduce the number of car journeys, such facilities should be located within either Town, District or Local Centres. This will also help to sustain and enhance the vitality and viability of such centres.

13.55 First preference for locating new built recreational facilities should therefore be within a defined centre (i.e. town, district or local centre), followed by edge-of centre and finally out-of-centre locations accessible by a choice of travel, including by walking, cycling and public transport. Developers are required to demonstrate that they have followed this 'sequential test'.

13.56 Where built recreational facilities are proposed outside a defined centre, developers will need to demonstrate that there is a need for the facility and that there are no suitable or viable sites within a better location in relation to the approach set out in the previous paragraph.

Implementation

13.57 The policy will be implemented through the development control process.

Sustainability Appraisal

No changes made, as location of facilities will be subject to paragraphs 13.55 and 13.56 above, and the future recreation study results.

Policy Links

None

Background documents

Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation', 2002.

Countryside Recreation

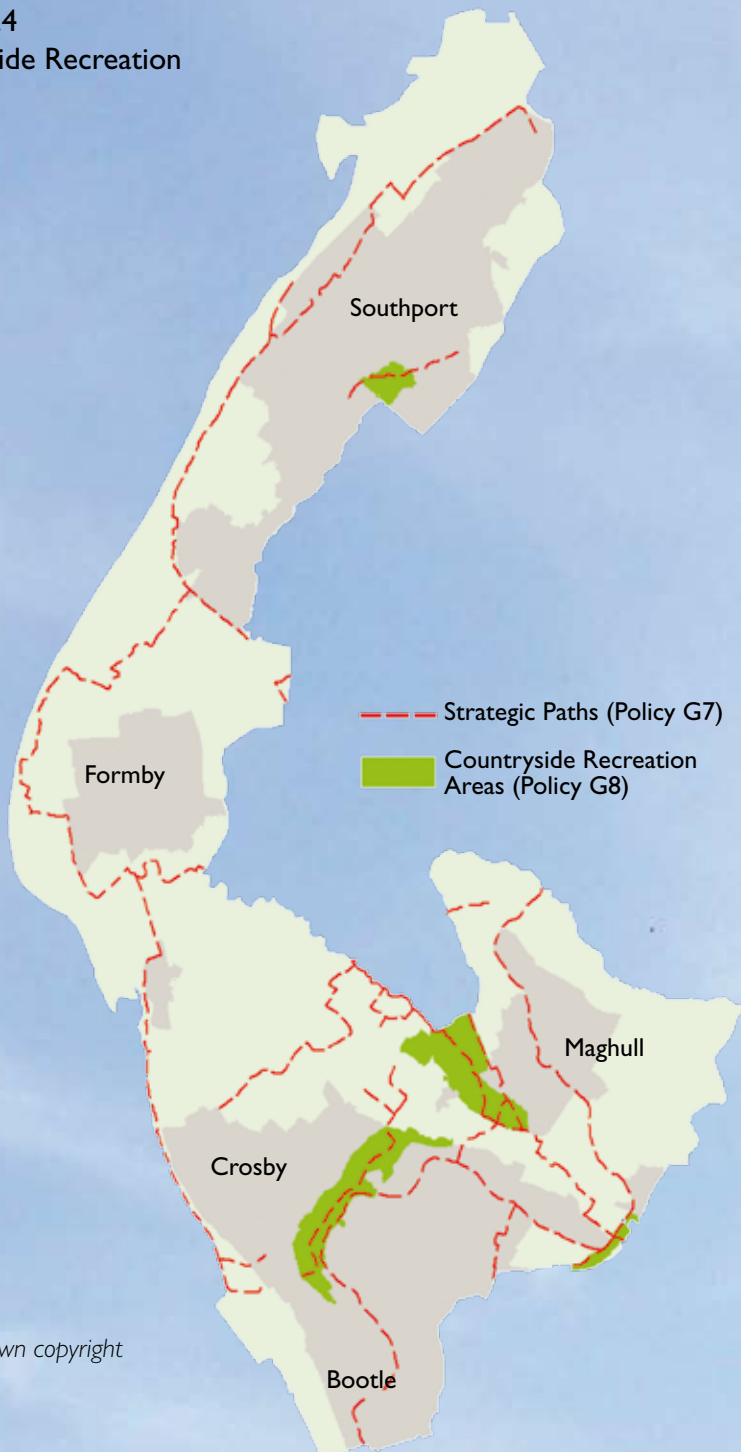
13.58 Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation' recognises the importance of informal open spaces and green networks in meeting informal recreation needs of local residents. In Sefton, with its concentration of population within densely built-up urban areas, the role of the coast and the wider countryside in meeting recreational needs is particularly important. Indeed, the Sefton coast is a regional resource for informal and countryside recreation.

13.59 In recognition of this role key areas of the wider countryside have been designated as Countryside Recreation Areas.

13.60 Particular footpath and/or cycling routes form important links between the urban areas and the coast and countryside. These are designated as Strategic Paths for Countryside Recreation. Both the Countryside Recreation Areas and the Strategic Paths are shown on the Proposals Map and in figure 13.4.

13.61 Recreational use of the countryside and coast includes enjoyment of nature, escape from the urban environment and enjoyment of tranquillity. Walking and, to a lesser extent, cycling are the most common forms of recreation. Opportunities to enhance the linkages between the urban area, Strategic Paths and Countryside Recreation Areas will be encouraged.

**Figure 13.4
Countryside Recreation**



© Crown copyright

**POLICY G7
STRATEGIC PATHS FOR
COUNTRYSIDE RECREATION**

1. The following have been identified on the Proposals Map as Strategic Paths, subject to detailed route alignments being satisfactory:
 - (a) Leeds and Liverpool Canal towpath
 - (b) Trans Pennine Trail (including the Cheshire Lines Path)
 - (c) Coastal Path (Crosby to Crossens)
 - (d) Lydiate Hall to Hall Road, Crosby
 - (e) River Alt Path
 - (f) Rimrose Valley Paths
 - (g) New Opportunities Fund Path (Coastal Path to Trans Pennine Trail)
 - (h) Greenways
 - (i) Links to strategic cycle or walking routes in West Lancashire, Liverpool and Knowsley.
2. Development that would make it difficult to establish or retain a Strategic Path will not be permitted unless provision is made for an acceptable alternative route.
3. Development on or adjacent to a Strategic Path shall enhance the existing route or shall help implement the proposed route. A planning condition or legal agreement may be used to secure this.

Explanation

13.62 Strategic Paths are the key links for countryside recreation. All completed Paths can be used by walkers, many stretches are accessible to those of limited mobility, and on some Paths cycling is allowed. The Strategic Paths provide the linkages between:

- urban areas
- the Coastal Park and other Countryside Recreation Areas
- Sefton's wider Rights of Way and walking and cycling networks
- people and paths in neighbouring authority areas such as West Lancashire, Knowsley and Liverpool.

Some of these paths are regionally or nationally important recreation routes, as well as being important for local people.

13.63 The policy aims to protect the routes of the Paths, and to promote their implementation and enhancement. The River Alt Path and some greenways and links to routes in West Lancashire, Knowsley and Liverpool have not yet had their routes finalised or implemented. Other routes are in place. Enhancements to the Strategic Paths should relate to the scale and location of the development being proposed. They may include sign-posting, new links, information boards or landscape enhancements.

13.64 Severance or potential severance of a route would be harmful and will not be permitted unless a satisfactory alternative route is agreed, and provided by the developer. It should be noted that a Strategic Path is not necessarily a public Right of Way. Public Rights of Way are recorded on a Definitive Map held by Sefton Council.

Implementation

13.65 This policy will be implemented through the development control process.

Sustainability appraisal

Policy not changed. Explanation changed to clarify position on new routes.

Policy Links

GBC2 *Development in the Green Belt*;
GBC6 *Landscape Character*.

Background documents

Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation', ODPM, 2002;

Greenway Strategy Draft For Consultation, Sefton Council, June 2002.

POLICY G8 COUNTRYSIDE RECREATION AREAS

1. The following sites, as shown on the Proposals Map, are designated as Countryside Recreation Areas :
 - (a) Rimrose Valley, Crosby/Litherland
 - (b) Wango Lane, Aintree
 - (c) Sefton Meadows, Maghull
 - (d) Town Lane, Southport
2. Planning permission will not be granted for development within or adjacent to a Countryside Recreation Area that would significantly harm:
 - (a) existing or proposed informal recreational use or
 - (b) public access to or within the Countryside Recreation Area or
 - (c) the tranquillity and quiet enjoyment of the Countryside Recreation Area.
3. Development within a Countryside Recreation Area shall enhance its informal recreational use. A planning condition or legal agreement may be used to secure this.

Explanation

13.66 The aim of the policy is to protect the informal recreation function of the countryside within existing or potential Countryside Recreation Areas and, where possible, enhance it. Such areas will provide informal countryside-based recreation for people in Sefton or who live nearby. This includes opportunities both for enjoying nature and for environmental education.

13.67 Whether harm is significant will depend on the combination of the size of the impact and the value of the resource being affected. The need to avoid harm to nature is also important. The Town Lane, Sefton Meadows and Wango Lane Countryside Recreation Areas are also within the Town Lane and the Alt and Rimrose Valleys Landscape Renewal Areas.

13.68 Enhancements to the Countryside Recreation Areas should relate to the scale

and location of the development being proposed. They may include new visitor facilities (for example picnic tables and areas) information boards, landscape enhancements or other measures which help people to enjoy countryside recreation.

13.69 Designation as Countryside Recreation Areas reflects existing land uses, existing public access and/or past investment in countryside recreation facilities and environmental improvements. Part of the Wango Lane Countryside Recreation Area does not fully satisfy the above criteria at present. However there have been past initiatives to implement environmental improvements and secure public access to the site and it is considered to be a key part of the wider Wango Lane Countryside Recreation Area.

Implementation

13.70 This policy will be implemented through the development control process.

Sustainability appraisal

Policy not changed to refer to importance of nature, as Chapter 11 policies deal with this.

Policy Links:

GBC6 *Landscape Character*;
GBC9 *Landscape Renewal Areas*.

Background documents

Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation', ODPM, 2002.

POLICY G9 AINTREE RACECOURSE RECREATIONAL AREA

1. Within the part of Aintree Racecourse Recreational Area which lies within the Green Belt, as defined on the Proposals Map, planning permission will not be granted for any development that would significantly harm existing or potential outdoor recreational uses in the area.
2. In the remainder of the Aintree Racecourse Recreational Area, as defined on the Proposals Map, built development which enhances the recreational and tourism functions of the Racecourse Recreational Area will be permitted.

Explanation

13.71 Aintree Racecourse is a unique and valuable national recreational and tourism resource that attracts many visitors. The majority of the site is within the Green Belt.

13.72 It is important that development does not harm existing or potential outdoor recreation uses in the area of the Racecourse within the Green Belt, due to the special character and function of the Racecourse. This is in addition to the restrictions on development within the Green Belt. How significant harm is depends on the combination of the size of the impact and the value of the recreational resource.

13.73 In the area of the Racecourse which is outside the Green Belt (i.e. the Ormskirk Road frontage), there are opportunities for development related to tourism or recreation, such as hotel and conference facilities.

Implementation

13.74 This policy will be implemented through the development control process.

Sustainability appraisal

Paragraph 1 of policy strengthened to clarify type of recreation.

Policy Links

GBC2 *Development in the Green Belt;*

G5 *Protection of Recreational Open Space.*

Background documents

None.

CONSERVATION AREAS**HC1****Development in Conservation Areas****HC2****Demolition of Listed Buildings and Demolition in Conservation Areas****LISTED BUILDINGS****HC3****Development or Change of Use Affecting a Listed Building****HC4****Development Affecting the Setting of a Listed Building****PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST****HC5****Historic Parks and Gardens****ARCHAEOLOGY****HC6****Sites and Areas of Archaeological Importance****Objective**

To ensure that the historic and archaeological resource of the Borough is protected, preserved and, where appropriate, enhanced.

Indicators

14.1 The number of Listed Buildings on the 'Buildings at Risk' register.

Key partners

English Heritage

Merseyside Archaeology Service

Introduction

14.1 Sefton has a diverse heritage which plays an important role in forming its identity. The quality and distinctiveness of the historic environment can be easily eroded by ill conceived and short sighted actions. Once lost, the historic environment is difficult to restore.

14.2 The policies of this chapter will help protect historic buildings and environments and, where appropriate, ensure that they

can be adapted to accommodate new uses and lifestyles without harming their essential character.

14.3 In this way the Borough's heritage will be able to be enjoyed by future generations, which will make an important contribution to sustainable development. It is increasingly accepted that the conservation and enhancement of the historic environment also has a significant role to play in regenerating urban areas

14.4 The most important elements of Sefton's heritage are identified by the following statutory designations:

- Conservation Areas
- Listed Buildings
- Historic Parks and Gardens
- Scheduled Ancient Monuments

14.5 However, there may be areas and buildings of historic importance that are not currently protected through any designation, but which may have historic significance. The historic significance of these undesignated buildings and areas will need to be taken into account when making development control decisions e.g. in relation to developments affecting:

- areas of local distinctiveness;
- archaeological sites and areas; and
- areas of historic landscape importance.

Conservation Areas

14.6 The Council has a duty¹ to declare as Conservation Areas those areas of the Borough that have special architectural or historic interest, and whose character or appearance it is desirable to preserve or enhance.

14.7 Twenty five Conservation Areas cover approximately 5% of the Borough. These are shown on the Proposals Map and in figure 14.1.

14.8 The designation reports for most of the Conservation Areas provide an assessment of their character and appearance. Detailed character statements for Conservation Areas are being produced which explain the value of each area.

14.9 Conservation Areas are not intended to prevent change or development but to

¹Section 69 of the Planning (Listed Building and Conservation Areas) Act 1990

ensure that where they do take place, they preserve or enhance the essential character of the area. To achieve this, rigorous design standards will be applied in addition to policy DQ1 'Design'. Applicants will need to demonstrate that their proposals are sensitive to the **context**^a of the area. Works to the highway and other public spaces within Conservation Areas (Conservation Area Appraisals) will be expected to meet the same standard of design.

POLICY HC1**DEVELOPMENT IN CONSERVATION AREAS**

1. Development within or adjacent to Conservation Areas will be permitted where the appearance and character of the area will be preserved or enhanced.
2. Where proposals involve new buildings, structures or extensions to existing properties, applicants will need to demonstrate that their proposals are of a high standard and that:
 - (a) the scale, form, massing, height, materials and architectural detail of development respects the character of surrounding buildings;
 - (b) the layout of the site, including the use of hard and soft landscaping, respects the character of the area;
 - (c) historically significant boundaries, or other elements contributing to the established pattern of development, are retained;
 - (d) open spaces and street patterns, important to the character or historic value of the area, are protected;
 - (e) important views and vistas within, into and out of the area are protected;
 - (f) trees and landscape features, including historic street furniture and paving that contribute to the character of the area, are protected.

3. Proposals for change of use should help maintain the area's established type or mix of uses.

Procedures

4. Applications for outline planning permission will not be accepted within Conservation Areas.
5. Design Statements shall accompany planning applications.

Figure 14.1
Sites of Historic Importance



© Crown copyright

Explanation

14.10 The Conservation Area's designation report and character statement (see paragraph 14.8) will be used to help determine the effect of a proposal on the character or appearance of a Conservation Area. In the long run this will help to ensure that Conservation Areas are improved and will allow them to be managed in an appropriate way.

14.11 A Design Statement¹ should

¹ Design Statements will not be required for house extensions and other minor domestic development

accompany proposals to show how they will affect the character or appearance of the area.

14.12 The policy also seeks to control the type and mix of uses within a Conservation Area because of the impact that different land uses can have on the character of an area. Proposals for change of use should be consistent with the existing type or mix of uses so as to maintain an Area's vitality and viability. New uses may be permitted where there will be no harm to the viability of the area or to the amenity of neighbouring uses.

Implementation

14.13 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made to policy but explanation now covers improvement and management of Conservation Areas.

Policy Links

DQ1 Design.

Background documents

'Conservation Area Character Statements', Sefton MBC (various dates)

POLICY HC2
DEMOLITION OF LISTED BUILDINGS AND DEMOLITION IN CONSERVATION AREAS

1. Proposals involving the demolition of a Listed Building, or an unlisted building or structure in a Conservation Area, in whole or in part, will not be permitted unless it can be demonstrated that:

- (a) the cost of repairing and maintaining the building outweighs both the building's importance and the economic value that can be derived from its continued use; and
- (b) efforts have been made to continue the building's present use or to find compatible alternative uses for the building.

2. Proposals involving the demolition of an unlisted building or structure in a Conservation Area will only be permitted where the building makes no positive contribution to the character or appearance of the Conservation Area.

Procedures

3. Detailed proposals for the re-use of the site shall accompany applications for Conservation Area Consent.

4. An uninterrupted, phased programme for demolition and development shall be agreed, and a contract for the redevelopment works signed, before the building or structure is demolished.

Explanation

14.14 Listed Buildings should be retained. The demolition of a Listed Building requires Listed Building Consent. This is distinct from planning permission. The criteria for controlling the demolition of a Listed Building has been included in this policy because such proposals could affect a related planning application for the redevelopment of the site.

14.15 The demolition of unlisted buildings and structures within Conservation Areas requires Conservation Area Consent. This is also different from planning permission.

14.16 This policy sets out the criteria which must be met when a planning application is received for the redevelopment of a site which also requires the demolition of a Listed Building or an unlisted building or structure in a conservation area. In these instances an application for Listed Building Consent or Conservation Area Consent will need to be considered together with an application for planning permission. The reason for this is that the Listed Building Consent or Conservation Area Consent could affect the decision on the related planning application.

14.17 Buildings or structures which make a positive contribution to the character or appearance of a Conservation Area should be retained. In exceptional cases, where it can be demonstrated that a building is incapable of accommodating an appropriate and viable beneficial use, Conservation Area Consent may be granted for its demolition.

14.18 The process of demolition and redevelopment needs to be carefully controlled. Unattractive gap sites can be created where demolition takes place long before re-development. This damages the appearance or character of a Conservation Area. This is because it is the layout, form and arrangement of buildings and spaces that give Conservation Areas their special character or appearance.

14.19 Policy HC4 'Development Affecting the Setting of a Listed Building' will apply in instances where the demolition of an unlisted building or structure within a Conservation Area, and the subsequent redevelopment of the site, will affect the setting of a Listed Building.

Implementation

14.20 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as demolition of unsafe structures in Conservation Areas is covered by other legislation.

Policy Links

DQ1 Design;

HC4 Development Affecting the Setting of a Listed Building.

Background documents

Planning Policy Guidance Note 15 'Planning and the Historic Environment', 1994.

Listed Buildings

POLICY HC3 DEVELOPMENT OR CHANGE OF USE AFFECTING A LISTED BUILDING

1. Proposals to extend or alter a Listed Building, to change the use of part or the whole of a Listed Building, will not be permitted unless the building, its setting and any features of the building of special architectural or historic interest are preserved.

2. Proposals affecting curtilage buildings and structures relating to the Listed Building will be subject to the same considerations as those affecting the principal building.

Procedures

3. Proposals for the change of use of part or the whole of a Listed Building should include details of all intended alterations to the building and curtilage to show how they affect the appearance, character and setting of the Listed Building.

Explanation

14.21 It is important to balance alterations and extensions to Listed Buildings with the need to secure the buildings in the long-term. Many Listed Buildings can sustain some degree of careful alteration or extension, while others are sensitive to even slight alterations. In judging the effect of any

alteration or extension, it is essential to assess the elements that make up the special interest of the building in question.

14.22 Extensions or alterations to Listed Buildings or buildings within the curtilage of a Listed Building should be designed to take account of the:

- **massing**^G, height and layout of the Listed Building and existing **curtilage**^G buildings;
- scale, proportion, relief and **rhythm**^G of features and openings within the facade of the Listed Building and existing curtilage buildings;
- nature, quality, colour and texture of materials used in the construction of the Listed Building and existing curtilage buildings;
- roofscape and outlines of the Listed Building or existing curtilage buildings;
- impact on the setting of the Listed Building, on the grounds, gardens and landscaping and on important views of the Listed Building; and
- streetscape, road layouts, building patterns and **grain**^G of an area.

14.23 Access may be required during works to alter or extend a Listed Building or curtilage building to record features of interest that may be revealed.

Implementation

14.24 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed but explanation now deals with detail of demolition and sensitivity of alterations.

Policy Links

None

Background Documents

Planning Policy Guidance Note 15 'Planning and the Historic Environment', 1994;

'The Planning (Listed Building and Conservation Areas) Act', 1990;

'Sefton Building Conservation Directory', SMBC, 2001.

POLICY HC4 DEVELOPMENT AFFECTING THE SETTING OF A LISTED BUILDING

1. Development will not be permitted which would harm the setting of a Listed Building.

2. In assessing proposals likely to affect the setting of a Listed Building the following will be taken into account:

- (a) the scale, massing and siting of the proposed development;
- (b) the extent to which the design and form of structures complement the features of the Listed Building and make a positive contribution to its setting;
- (c) the impact of the proposed development on the grounds, gardens, landscaping or other features surrounding the Listed Building;
- (d) the impact the development will have on important views of the Listed Building.

Explanation

14.25 The setting of a Listed Building is often an essential part of its character. The economic viability as well as the character of a historic building may suffer, and the contribution they make to the townscape or countryside may be harmed, if they become isolated from their surroundings by other developments.

Implementation

14.26 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as the explanation now defines 'harm'

Policy Links None

Background Documents

Planning Policy Guidance Note 15 'Planning and the Historic Environment', 1994;

'The Planning (Listed Building and Conservation Areas) Act', 1990;

'Sefton Building Conservation Directory', Sefton MBC, 2001.

Parks and Gardens Of Special Historic Interest

14.27 A register of parks and gardens of special historic interest has been compiled by English Heritage. In Sefton five parks are registered:

- Botanic Gardens, Churchtown - Grade II
- Hesketh Park, Southport - Grade II
- Ince Blundell Estate, Crosby - Grade II*
- Kings Gardens and South Marine Gardens - Grade II
- Derby Park, Bootle – Grade II

(Botanic Gardens, Ince Blundell and Kings Gardens, Derby Park and South Marine Gardens are also within Conservation Areas). These Historic Parks and Gardens are shown on the Proposals Map and on figure 14.1.

POLICY HC5 HISTORIC PARKS AND GARDENS

1. Development will only be permitted within historic parks and gardens if:

- (a) it relates well to the key features of the park or garden and does not harm the integrity of its historic layout and structure;
- (b) its design, including the type and quality of materials used, respects the historic character and quality of the park or garden.

2. Development will not be permitted if it would harm the setting of a historic park or garden.

Procedures

3. Design Statements shall accompany planning applications.

Explanation

14.28 To minimise the impact of development on a historic park and garden and its settings, the following should be taken into account:

- the scale, **massing**^G and siting of proposed development and its impact on the landscaping or other features of the park or garden;

- how well the design and form of buildings or structures proposed as part of the development complement the features of the park or garden;
- the impact of development on trees, landscape or other features that contribute to the setting of the park or garden;
- the impact of development on important views and vistas within, out of and into the park or garden.

14.29 Proposals should be accompanied by a design statement to show how the development takes account of the features, layout and structure of the park or garden. Materials used for the construction of any buildings, structures or enclosures must be considered carefully to ensure that the quality and character of the park or garden are retained.

Implementation

14.30 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

DQ1 Design.

Background Documents

Planning Policy Guidance Note 15 'Planning and the Historic Environment', 1994;

'The Planning (Listed Building and Conservation Areas) Act', 1990;

'Sefton Building Conservation Directory', SMBC, 2001.

Archaeology

14.31 Archaeological remains are irreplaceable assets which are valuable both for their own sake and their role in education, leisure and tourism. They are often highly fragile and vulnerable to damage and destruction. Care must be taken when making planning decisions that could affect archaeological remains to ensure that they are not needlessly destroyed.

14.32 Some archaeological remains of national importance enjoy special protection as 'Scheduled Ancient Monuments'. Details of archaeological remains identified in Sefton are kept in the Archaeological Sites and Monuments Record for Merseyside,

which is updated as new information becomes available. Those Scheduled Ancient Monuments identified to date are listed below and shown in figure 14.1:

Hightown Cross, Hightown
 Standing Cross, Harkirk, Little Crosby
 Wayside Cross, Little Crosby
 Standing Cross, Ince Blundell
 Wayside Cross, Ince Blundell
 Standing Cross, Thornton
 Brooms Cross, Thornton
 Sefton Old Hall Moated Site & Fishponds, Sefton
 Maghull Manor Moated Site, Maghull
 St Katherine's Chapel, Lydiate
 Standing Cross, Melling
 Cross Base, Melling
 Cunsough Hall Moated Site, Melling.

14.33 The archaeological heritage of the Borough occurs not only as specific sites or buildings, such as Scheduled Ancient Monuments, Conservation Areas and Listed Buildings, but also as general landforms and patterns of settlement. Important landscapes are considered in Policy GBC6 'Landscape Character' and in Chapter 12 'The Coast'.

POLICY HC6 SITES AND AREAS OF ARCHAEOLOGICAL IMPORTANCE

Nationally important sites and their settings:

1. Development will not be permitted if it would destroy or harm Scheduled Ancient Monuments and other nationally important archaeological remains and their settings.

Sites and areas of district and local importance:

2. Development must not cause damage to known or presumed sites and areas of archaeological importance.

Procedures:

3. Development is required to take into account the presence of known or presumed archaeological sites and areas.

Therefore:

- (a) sufficient information should accompany planning applications to assess the character, condition and extent of the archaeological resource;
- (b) where the preservation of archaeological remains in situ is not justified, planning conditions will be used to:
 - (i) require archaeological investigations to be completed before development begins; and
 - (ii) ensure the excavation, recording, analysis and reporting of the archaeological resource.

Explanation

14.34 In assessing development proposals the relative importance of archaeology must be weighed against other factors, including the need for the proposed development.

14.35 Nationally important sites and their settings should be physically preserved. The preference is also for the preservation in situ of archaeology of less importance. Consent from the Secretary of State must be obtained for any works that affect a Scheduled Ancient

Monument. This is distinct from planning permission.

14.36 The Merseyside Archaeological Service will use the Merseyside Sites and Monuments Record to assist in advising on those sites and areas, which are known to, or may, contain archaeological remains. Where evidence suggests that development could affect archaeological remains, investigations will be required to discover their character, condition and extent.

14.37 Where it is considered that archaeological remains are worthy of preservation in situ, development proposals likely to harm them will either be refused or will need to be modified.

14.38 However, where development could affect archaeological remains of district and local importance it may not be considered necessary to preserve them in situ. In such cases investigations will need to be carried out and provision should be made to excavate, record, analyse, and report the archaeology.

14.39 Detailed guidance on how the development process needs to take account of archaeology is set out in Supplementary Planning Guidance (SPG) Note 'Archaeology'.

Implementation

14.40 This policy will be implemented through the development control process taking account of the SPG referred to above.

Sustainability Appraisal

Policy not changed as it already covers the importance of protecting or recording archaeological remains.

Policy Links

GBC6 'Landscape Character'

Background documents

Planning Policy Guidance Note 16 'Archaeology and Planning', 1990;

'The Ancient Monuments and Archaeological Areas Act 1979', Archaeological Sites and Monuments Record for Merseyside.

AD1**Location of Development****AD2****Ensuring Choice of Travel****AD3****Transport Assessments****AD4****Green Travel Plans****AD5****Access onto the Primary Route Network****Objectives**

- to ensure that there is a realistic choice of access to all development sites, for everyone.
- to reduce the adverse traffic impacts of a development by promoting more sustainable alternatives to single occupancy car use, especially for trips to and from work.

Indicators

(Combined indicators for Accessible Development and Transport Infrastructure Chapters)

15.1/8.1 Proportion of travel journeys made by sustainable means (walking, cycle, bus, rail) for the following purposes:

- journey to work
- journey to school
- shopping
- other

15.2/8.2 Contributions to transport improvements secured through planning conditions and planning obligations (number of developments and value/type of improvement).

(Indicators for Chapter 15 Accessible Development only)

15.3 Ratio of actual parking provision approved for major new development to the Supplementary Planning Guidance Note maximum standard.

15.4 Proportion of specified types of development for which green travel plans are secured as a result of planning conditions and planning obligations.

Key partners

Merseytravel

Introduction

15.1 In the past, the need to travel caused by development has been met simply by providing for car use. Often this has:

- made it more difficult for those without access to a car (37% of households in Sefton) to get to jobs, facilities and services;
- contributed to increasing emissions from motor vehicles, making local air quality worse and adding to global warming;
- made congestion worse, journey times longer and costs higher for local businesses. This has made out-of-town development more attractive and so helped to undermine the vitality of existing town, district and local centres.

15.2 This approach is no longer acceptable. There is evidence linking global warming with a rise in sea-levels. As a low-lying coastal borough, Sefton has a long-term interest in promoting sustainable forms of transport. The aims of policies in this chapter are to ensure that there is a choice of means of travel to and from development sites, and to encourage use of more sustainable means of transport. For people the most sustainable means are, in order; walking, cycling, public transport and cars. For movement of freight, rail or water transport is more sustainable than movement by road.

15.3 The policies in this chapter achieve these aims in two ways. The first way is to make sure that significant development is located close to public transport services and that development which generates freight movements is located close to the freight distribution network.

15.4 The second way, which is helped by the first, is to make sure that the greatest possible choice of means of travel is provided to and from development sites. This means that development proposals must cater for people with limited mobility, pedestrians, cyclists and those who travel by public transport as well as, or sometimes instead of, car parking.

15.5 This helps to reduce the need to travel and the length of journeys. It makes it safer and easier for people to get to jobs, local facilities and services by public transport, walking and cycling as well as by car.

**POLICY AD1
LOCATION OF DEVELOPMENT**

1. The preferred locations for development which generates a significant number of journeys are on sites which are within:

- (a) 400m of safe and convenient walking distance of stations on the passenger rail network; or
- (b) 200m of safe and convenient walking distance of stops and interchanges on high-frequency bus service network.

Higher density development will be encouraged in locations which are within both 400m of rail stations and 200m from the high frequency bus network.

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

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

Explanation

15.6 The location of development determines both the number of journeys which are generated and what the transport choices are.

15.7 Development which is likely to generate a significant number of journeys should be located on sites which are accessible by public transport, in order to provide realistic alternatives to the car.

15.8 Development which generates a significant number of journeys is that which falls within the floorspace thresholds set out for Transport Assessments and Green Travel Plans in figure 15.2 below.

15.9 The most accessible locations are generally those where:

- there is a good choice of bus or rail services within convenient walking distance (up to 200m for buses and up to 400m for rail services, depending on local factors), and
- the services are of an average frequency of at least every 15 minutes from early morning to early evening, Monday to Saturday.

Figure 15.1
Locations within walking distance of high frequency public transport services



© Crown copyright

15.10 The locations on the high-frequency transport networks include Southport and Bootle Central Areas, the majority of Sefton's District Centres and some Local Centres¹. The most accessible locations in relation to the high-frequency passenger rail and bus networks are shown in Figure 15.1 and in greater detail in the Supplementary Planning Guidance Note 'Ensuring Choice of Travel'.

15.11 Not all locations within 200m of the bus or 400m of the passenger rail networks are suitable for development which generates a significant number of journeys. Examples include:

- Green Belt;
- urban green space; and
- primarily residential areas.

15.12 The locations with good access to existing or potential rail freight infrastructure are sites with access to the Freight Distribution Network as defined in Policy T6, and described in more detail in the Supplementary Planning Guidance Note 'Ensuring Choice of Travel'.

Implementation

15.13 This policy will be implemented through the development control process and in particular through the Supplementary Planning Guidance outlined above.

Sustainability Appraisal

Policy not changed. Explanation amended to refer to rail station as well as the Core Bus Network.

Policy Links

T6 Freight Distribution Network;
DQ1 Design;
GBC2 Development in the Green Belt;
H12 Residential Density;
G1 Protection of Urban Greenspace.

Background Documents

Planning Policy Guidance Note 3 'Housing', 2000;
Planning Policy Guidance Note 6 'Town Centres and Retail Developments', 1996;
Planning Policy Guidance Note 13 'Transport', 2001;
'Merseyside Freight Strategy';
'Merseyside Bus Strategy';
'Merseyside Local Transport Plan', 2006.

¹ Southport and Bootle Central Areas and all District and Local Centres are shown on the Proposals Map

POLICY AD2 ENSURING CHOICE OF TRAVEL

1. All development should provide for a realistic choice of means of travel, including access for those of limited mobility. This will be achieved by ensuring a minimum level of accessibility for each means of travel as follows:

- (a) the provision of safe cycle and walking facilities within the site, and/or the improvement of routes or facilities which serve the site;
- (b) the provision of public transport facilities within the site and/or the improvement of public transport facilities and services which serve the site;
- (c) the provision of safe and adequate access and circulation within the site and in its connections to the public highway;
- (d) the provision of on-site car parking, which should not exceed the Council's adopted maximum standards;
- (e) parking for those of limited mobility, service vehicles, cycles and other motor vehicles, which should meet the Council's minimum guidelines.

2. Where facilities required to meet the minimum level of accessibility are not provided within the site, planning conditions or legal agreements may be used to meet the above requirements. Planning conditions and/or legal agreements may be used to provide for the maintenance of new facilities.

Explanation

15.14 The policy aims to make sure that there is a realistic choice of means of travel to all development schemes, including access for people with limited mobility. This means that developers must demonstrate that this minimum level of **accessibility**⁶ will be achieved for all development, for each of the choices listed in the policy. If a conflict occurs in the provision of facilities for the different means of travel, priority should be given in accordance with the mode hierarchy adopted within the Local Transport Plan, i.e.

- (1) walking;
- (2) cycling;
- (3) public transport;
- (4) essential motor vehicles;
- (5) non-essential motor vehicles.

15.15 Supplementary Planning Guidance Note (SPG) 'Ensuring Choice of Travel' sets out how the policy will be applied to individual development proposals of different types and sizes. The policy may not apply to some very minor forms of development. Otherwise, all development will be expected to comply with the requirement for safe vehicular access (criterion 1c) and with the Council's adopted parking standards for new development (criteria 1d and 1e). For larger developments, above the thresholds set out in SPG, all the criteria will apply.

15.16 The Council's car parking standards are set out in Appendix 6. The standards are based on those in Regional Spatial Strategy and Planning Policy Guidance Note 13. They have been endorsed in the Local Transport Plan for application across Merseyside.

15.17 The appropriate amount of parking for a particular development will not rest on the parking standards alone, but will take into account all the accessibility criteria. In particular, in line with the strategy in the Local Transport Plan, within the main centres of Bootle and Southport there will be a greater emphasis on restricting the amount of car parking, so that there is no overall increase. This is supported by Policy T5.

15.18 The minimum level of accessibility required for each means of transport listed in the policy will vary depending on the type of development and where it is. For example, a small-scale housing development 100 metres from a bus stop will have a different requirement to a major office development in Bootle Central Area.

15.19 Where this minimum level of accessibility cannot be achieved within the development proposal the developer will be expected to achieve it off-site through a financial contribution. This will be achieved through a legal agreement.

15.20 In some cases, the travel demands generated by the development being proposed will be met by contributions to the transport networks and pedestrian improvements identified in policies in Chapter 8 'Transport Infrastructure' and Policy G7 'Strategic Paths for Countryside Recreation'. The Council may also seek contributions for the maintenance of new facilities provided for an agreed period.

15.21 Supplementary Planning Guidance Note 'Ensuring Choice of Travel' sets out more detail about how the minimum level of accessibility can be achieved. It also provides guidance on:

- accessibility of different areas by public transport;
- areas and/or routes for cycling and pedestrian and access improvements. Other initiatives which will be taken into consideration in the assessment of a proposal (e.g. Safe Routes to School, area traffic calming, Controlled Parking Zones);
- Green Travel Plans.

Implementation

15.22 This policy will be implemented through the development control process and through the Supplementary Planning Guidance outlined above.

Sustainability Appraisal

No change to policy as design standards for new or improved provision will be covered in Supplementary Planning Guidance Notes.

Policy Links

AD4 Green Travel Plans.

Background Documents

Planning Policy Guidance Note 13 'Transport', 2001;

'Merseyside Local Transport Plan', 2000.

**POLICY AD3
TRANSPORT ASSESSMENTS**

Transport Assessments will be required for any of the following:

- (a) major development proposals as defined in figure 15.2;
- (b) proposals which are likely to have a significant harmful effect on road safety, access or road capacity;
- (c) proposals which are likely to significantly increase pollution and/or noise.

Explanation

15.23 Transport Assessments are necessary for large development proposals in order to demonstrate that travel demand is met in a manner which:

- gives access by all means of transport following the order of priority set out in Policy AD2 above;
- limits the harm from traffic on safety, noise and air pollution and on the environment or local amenity; and
- ensures safe and easy access for all users.

15.24 How significant the harmful effect on road safety and any increase in pollution or noise are, depends on the combination of the size of the impact and the importance of the issue affected. Road safety will be very important next to a primary school for example.

15.25 Development above the thresholds outlined in Figure 15.2 and/or which impact on the Trunk Road Network, for which the Highways Agency is the Highway Authority, will be required to consult the Highways Agency about the Transport Assessment at the earliest opportunity. This is in line with the Memorandum of Understanding agreed between the Highways Agency, the Merseyside Local Authorities and Merseytravel (the 'Partners') which seeks to reduce the delay in assessing applications in the Strategic Investment Areas (SIAs), including the Atlantic Gateway SIA, which affect the trunk road network.

15.26 Supplementary Planning Guidance Note 'Ensuring Choice of Travel' sets out more detailed guidance about the content, process and other requirements of Transport Assessments.

Implementation

15.27 This policy will be implemented through the development control process and the Supplementary Planning Guidance outlined above.

Sustainability Appraisal

Policy not changed as explanation and links now state the purpose of the policy.

Policy Links

AD2 Ensuring Choice of Travel;

AD4 Green Travel Plans.

**FIGURE 15.2
Thresholds for transport
assessment and Green Travel Plans**

Land Use	Threshold (gross floorspace)
Food retail/ non-food retail/ cinemas and conference facilities/ Class D2 ¹ including leisure	1000m ²
Class B1 including offices/ hospitals/ higher and further education	2500m ²
Stadia	1500 seats
Class B2 industry	5000m ²
Class B8 distribution and warehousing	10000m ²
Housing Development	100 dwellings
Development proposals which impact on the primary route network	-

**POLICY AD4
GREEN TRAVEL PLANS**

1. Green Travel Plans will be required for the following types of development:
 - (a) all major non-residential developments;
 - (b) smaller non-residential developments which would generate significant amounts of travel in locations where there are local initiatives or targets for traffic reduction, or for the promotion of public transport, cycling or walking; or
 - (c) where the Green Travel Plan will help address a particular local traffic problem associated with a proposal.
2. Conditions or legal agreements may be used to secure the preparation and implementation of Green Travel Plans.

Explanation

15.28 Green Travel Plans aim to reduce the numbers of journeys needed where possible, and to encourage choice and use of sustainable means of transport to development sites. This includes, for example,

¹As defined by the Town and Country Planning Use Classes (Amendments) Order 2005

car sharing, working from home, awareness raising campaigns or subsidised public transport season tickets for employees.

15.29 This is particularly important for the types of development listed in the policy, and where a development proposal does not initially achieve the minimum level of accessibility required under policy AD2 'Ensuring Choice of Travel'.

15.30 Green Travel Plans may be submitted before the planning application is considered, or at a later stage. Implementation is likely to be phased over a number of years, and this should be agreed with the Council before building works start (or, for changes of use, before the development is occupied).

15.31 Green Travel Plans must include targets, monitoring methods and timescales. Where these targets are not achieved the developer will be required to fund previously agreed alternatives which achieve the minimum level of **accessibility**⁹. This too may form part of the planning conditions or legal agreement.

15.32 Major non-residential developments are defined by the thresholds for Transport Assessments set out in figure 15.2. Local initiatives may include 'Safer Routes to School'¹ or traffic management in residential areas for example. Local traffic problems are usually identified through survey or investigation where a problem has been noted.

15.33 The Supplementary Planning Guidance Note 'Ensuring Choice of Travel' sets out more information about Green Travel Plans.

Implementation

15.34 This policy will be implemented through the development control process and the above Supplementary Planning Guidance.

Sustainability Appraisal

Policy not changed as information on content of Green Travel Plans will be set out in the Supplementary Planning Guidance Note 'Ensuring Choice of Travel'.

¹ Safer routes to Schools schemes is a package of educational and/or physical measures to promote travel to school by walking and cycling. In particular it addresses road safety and personal security concerns

Policy Links

AD2 *Ensuring Choice of Travel*,

AD3 *Transport Assessments*

POLICY AD5 ACCESS ONTO THE PRIMARY ROUTE NETWORK

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

- (a) direct access onto the Highways Agency's motorways and strategic core trunk road network will not be permitted;
- (b) 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.

Where development is permitted, contributions will be sought for any mitigation measures necessary to ensure the safe and efficient operation of the trunk road network; and

- (c) 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 development.

In all cases, direct access will not be permitted where a reasonable alternative exist

15.35 The Primary Route Network consists of:

- the Highways Agency's motorways and strategic core trunk roads (M57, M58 and A5036)
- the remainder of the Highways Agency's trunk road network (A570; and A59 between Switch Island and the boundary with West Lancashire DC);
- 'A' roads managed and maintained by Sefton Council (A565; A5058; A5207 and A59 Switch Island to the boundary with Liverpool City Council)

15.36 An assessment of the development's impact on the trunk road network and the remainder of the primary route network will need to be undertaken in the transport assessment which is required to be submitted for development which may affect these routes (see Policy AD3 'Transport Assessments'). Contributions sought for mitigation measures necessary to ensure the safe and efficient operation of the trunk road network will be assessed against:

- the development's impact on the trunk road network from 15 years of the occupation of the development; and
- the proposed improvement measures for the trunk road network identified via the Memorandum of Understanding between the Highways Agency and the Merseyside Local Authorities (see paragraph 15.25)

Implementation

15.37 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

AD3 *Transport Assessments*;

EDT3 *Strategic Employment Sites in the Dunnings Bridge Corridor*;

AD2 *Ensuring Choice of Travel*;

T4 *Safeguarding the Public Transport Network*;

T6 *Freight Distribution Network*.

Background Documents

'A New Deal for Trunk Roads in England' DETR 1998

DQ1**Design****DQ2****Renewable Energy in Development****DQ3****Trees and Development****DQ4****Public Greenspace and Development****DQ5****Sustainable Drainage Systems****Objective**

To ensure that all development is well designed and makes a positive contribution to Sefton's environment and to quality of life for residents and visitors.

Indicators

I 6.1 Positive assessments of the quality of design and landscaping of development arising from:

- Surveys of user and local residents' opinions
- Design awards.

I 6.2 The percentage of new homes assessed in accordance with the EcoHomes Environmental Ratings for Homes scheme which are rated as Good, Very Good or Excellent.

I 6.3 Net increase in number of urban trees as a result of development.

I 6.4 The percentage of developments incorporating Sustainable Drainage Systems.

(Combined indicator for Energy, Minerals and Waste and Design and Environmental Quality Chapters)

I 6.5/9.2 Renewable energy capacity installed:

- as a result of Policy DQ2
- in other schemes.

Key partners

Commission for Architecture and the Built Environment, developers and their agents.

Introduction

I 6.1 There will be no prospect of achieving sustainable development in Sefton unless there is a commitment to high standards of design in development. Good design is also a key factor in ensuring that regeneration schemes are successful.

I 6.2 The Council has in any case a statutory duty to:

- provide for improvements to the physical environment of Sefton;
- preserve and enhance the natural beauty and amenity of Sefton;
- ensure that existing trees are protected and that new planting is provided when development takes place.

I 6.3 All development should make a positive contribution to Sefton's environment and to quality of life for those living or working in, or visiting, Sefton. This may involve the provision of new or improved public open space in connection with development and new tree planting, in addition to well-designed buildings and landscapes on development sites.

I 6.4 Enhancement of the quality of Sefton's built and natural environment is particularly important:

- for infill sites and for development at high densities or in areas already densely developed;
- for sensitive and high-profile sites, areas and corridors;
- to improve areas of lesser quality and poor environment (e.g. Urban Priority Areas, areas with little tree cover); and
- to enhance the strengths of areas in Sefton which are already quality environments (e.g. urban greenspace, Conservation Areas), to which other Plan policies also apply.

POLICY DQ1**DESIGN**

1. Development will not be permitted unless:

In relation to site context:

- (a) the proposal responds positively to the character and form of its surroundings
- (b) in areas of lesser quality the development enhances the character of the area rather than preserves or reproduces the negative aspects of the existing environment.

In relation to site design, layout and access:

- (c) the arrangement of buildings, structures and spaces within the site relates positively to the character and form of the surroundings, achieves a high quality of design and meets all of the following criteria:
 - (i) ensures safe and easy movement into, out of and within the site for everyone, including those with limited mobility;
 - (ii) protects the amenity of those within and adjacent to the site;
 - (iii) promotes the safety and security of those within the site whilst the safety and security of those outside it should be promoted through natural surveillance;
 - (iv) creates attractive outdoor areas which fulfil their purpose well;
 - (v) follows sustainable development principles in design and construction wherever practicable.

In relation to the design of buildings and structures:

- (d) proposals make a positive contribution to their surroundings through the quality of their design in terms of scale, form, massing, style, detailing, use of materials and meet criteria (ii) to (v) listed in part (c) above (replace 'site' with 'building' in ii. and iii.)

In relation to publicly accessible buildings:

- (e) safe and easy access is provided for everyone, including those with limited mobility.

Procedures

2. Site layout and landscape plans and a site appraisal describing the existing site conditions and features shall be submitted where relevant.
3. Applications for major developments, or for proposals on important or sensitive sites, shall be accompanied by a Design Statement setting out the design principles for the development.

Explanation

16.5 Good quality design covers buildings, the site as a whole and the site within the context of its surroundings and wider area. The main aspects are how the development looks and how it works. Places and buildings should also have their own identity, fulfil their purpose well, be robust and adapt easily to changing requirements.

16.6 Proposals should respond positively to the character and form of their surroundings, in terms of density, size, layout, architecture, design and landscape. Context may mean any of this, from the architectural detail of buildings to the general character of the area. The purpose of the policy is to ensure that good design is achieved in all developments.

16.7 In areas of lesser quality in Sefton, development should enhance the area rather than reproduce an existing poor environment. For many constrained sites, developers should take the opportunity to create design solutions which are bold, inspiring and long-lasting.

16.8 Sites, streets and other places must be designed to ensure safe and easy movement into, through and out of them for all potential users, including those of limited mobility, for pedestrians, cyclists, public transport users, cars users, and for servicing, deliveries and collection. The priority given to different types of transport should be in line with that set out in Policy AD2, 'Ensuring Choice of Travel' and paragraph 15.14. Special consideration should be given to pedestrians and people with disabilities, the elderly, the temporarily infirm and parents with young children. The layout must be appropriate to the use and the context.

16.9 Safety and security can be promoted through careful design of buildings and spaces, for example through promoting natural surveillance. Natural surveillance can take place in a variety of ways, e.g. overlooking from windows and from people passing by on roads, open spaces and paths.

16.10 The term 'outdoor area' includes gardens, amenity space, car parking areas, and other public spaces. A high quality of detailing and materials is required.

16.11 Section 1(c) iv of the policy does not apply to changes of use or other similar proposals that do not create outdoor space.

Section 2 of the policy does not apply to house extensions.

16.12 Buildings and structures should make a positive contribution to the overall design of a development. Structures include outbuildings such as garages, garden sheds, glasshouses, boundary walls, fences and gate piers, and swimming pools and any swimming pool enclosures. The design of buildings and structures can have a major impact on the amenity of adjacent properties, the street scene and the character of the area.

16.13 The EcoHomes Environmental Ratings for Homes scheme, run by the Building Research Establishment, is a widely accepted national standard for sustainable housing design. It is recommended, and increasingly required, by the government and other agencies. EcoHomes assesses development proposals against issues under 7 themes:

- Energy
- Water
- Pollution
- Materials
- Transport
- Ecology and Land Use
- Health and well being.

Within the scheme developers have flexibility to focus on the most appropriate of these issues and areas for their particular development, subject to reaching an acceptable overall standard. The Council will encourage all housing developments to achieve a rating of Good, Very Good or Excellent when assessed in accordance with the EcoHomes scheme. Energy and water efficiency, with their long-term benefit of lower running costs for residents, are important in Sefton, especially given the amount of housing development expected in the Pathfinder Areas during the Plan period.

16.14 Sustainable development principles include reducing the use of energy and resources in the construction and operation of a building. Examples include using building orientation to maximise solar gain, using massing to minimise heat loss, reducing water usage through recycling 'grey' water; using reclaimed materials in construction and so on. More guidance on sustainable development is set out in the Design SPG and paragraph 16.13 on the EcoHomes standard.

16.15 Publicly accessible buildings include, but are not limited to, shops, restaurants, community buildings, health and leisure facilities. Further guidance on access for people with limited mobility is set out in the 'Design' and 'Shopfronts, Security and Signage' SPGs.

16.16 A Design Statement is required so that the developer can show that design issues have been properly taken into account. Design Statements must set out the principles for the urban, landscape and architectural design aspects of the development.

16.17 In major developments consideration should be given to enhancing biodiversity through the structural landscape framework. An example of this would be wetland created as part of a sustainable drainage system.

16.18 The design policy and the Supplementary Planning Guidance Note 'Design' have been shaped by a number of recent studies in Sefton which have defined areas of distinctiveness, character and density.

Implementation

16.19 This policy will be implemented through the development control process. The Supplementary Planning Guidance Notes 'Design', and 'New Residential Development' set out in detail how this will be achieved.

Sustainability Appraisal

Safety and security added into policy. Energy efficiency picked up in CS3 'Development Principles' and Supplementary Planning Guidance Notes.

Policy Links

EMW1 Prudent Use of Resources
DQ3 Trees and Development,
DQ4 Public Greenspace and Development.

Background documents

'Residential Character Areas Study', Chesterton / Llewellyn Davies, 1998;

'Urban Character Study', Austin-Smith: Lord, 2000;

'By Design', CABE, 2000;

'By Design - Better Places to Live: A Companion Guide to PPG3', CABE/DTLR, 2001,
'EcoHomes - The Environmental Rating for Homes' information note, Building Research Establishment web-site, 2003.

POLICY DQ2 RENEWABLE ENERGY IN DEVELOPMENT

All proposals for major non-residential development will be expected to incorporate renewable energy production equipment to provide at least 10% of their predicted energy requirements from renewable sources.

Explanation

16.20 The policy seeks to secure use of renewable energy from on-site sources in major non-residential development schemes. The technologies for small-scale generation of renewable energy make it possible for major developments to incorporate the production of renewable energy. This will contribute to achieving national and regional targets for energy, as set out in the introduction to Chapter 9 'Energy, Minerals and Waste'.

16.21 The Building Research Establishment can advise on the typical energy consumption of different types and sizes of development. Developers will be encouraged to make schemes as energy efficient as possible. This will reduce the total energy used and thus the total amount of energy required from renewable sources.

16.22 Major non-residential development is defined as having a gross floorspace of 1,000sq m² or more, and includes both new buildings and conversions.

16.23 For the purpose of this policy renewable energy technologies are set out in the Renewable Energy Information Note and include photovoltaic energy (PV cells), solar-powered and geo-thermal water heating, energy crops and biomass, small-scale wind generation and hydro-power. Energy production from domestic or industrial waste is not included. Grants are likely to be available that will cover a proportion of the cost of any renewable energy scheme.

16.24 Renewable energy production equipment covered by this policy will not be expected to meet the requirements of Policy EMW2 'Renewable Energy Infrastructure', unless they are large scale infrastructure schemes in their own right.

16.25 There may be some cases where the achievement of 10% of energy from on-site renewable sources would make unviable a development proposal which would otherwise meet the aims, objectives and strategy of the Plan – for example due to exceptional site circumstances – especially in Urban Priority Areas. In such cases, a lesser percentage of energy from on-site renewable sources may be acceptable. However, the developer must demonstrate that:

- a variety of renewable energy sources and generation methods have been assessed and costed; and
- the achievement of 10% of energy from on-site renewable sources would make the proposal unviable; and
- the need for the development proposal and its contribution to the aims, objectives and other policies of the Plan outweighs the lesser use of on-site renewable energy;

The Council would usually expect some percentage of on-going energy use to be from on-site renewable sources.

16.26 The Renewable Energy Information Note sets out more information about renewable energy, total energy use and the achievement of this policy, including any exemptions as set out in paragraph 16.25 above.

Implementation

16.27 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy links

UPI Urban Priority Areas
EMWI Prudent Use of Resources

Background documents

'Energy White Paper', Department of Trade and Industry, February 2003;

'From Power to Prosperity', Sustainability Northwest, 2001.

POLICY DQ3 TREES AND DEVELOPMENT

1. Permission for development will be granted providing that:

- (a) there is no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development;
- (b) adequate tree survey information is provided as part of planning applications;
- (c) trees not to be retained as a result of the development are replaced at a ratio of at least 2:1; and
- (d) additional, new, trees shall be planted at a minimum of:
 - (i) 3 trees for each dwelling for residential development; or
 - (ii) for non-residential development, whichever is the greater of:
 - 1 tree for each parking space; or
 - 1 tree per 50m² of gross floorspace

2. Where it is not possible to secure this new or replacement tree planting within the site, the trees should be planted at a suitable location outside the site.

3. Planning conditions or legal agreements will be used to secure the above.

Explanation

16.28 The aim of the policy is to protect existing trees and woodlands and to increase the number of trees in Sefton. Some parts of urban Sefton have very few trees. In these areas it is particularly important to retain existing trees and plant new ones. Tree planting and retention throughout Sefton also contributes to the Mersey Forest Plan and its objectives.

16.29 Trees have a visual appeal, and contribute to design and environmental quality and a sense of well-being for all. They have wildlife value and their role as the 'green lungs' of the urban areas improves air quality. New trees in development schemes link proposals into the existing urban fabric. Trees are important to Sefton's environment especially in urban areas.

16.30 The policy sets out the principles against which development will be assessed with respect to new and existing trees.

16.31 Tree surveys must be able to show that there is no unacceptable loss of, or damage to, existing woodlands or trees during or as a result of development. Surveys must be provided for all proposals where there are trees within the development site, or where trees on adjacent sites are likely to be affected.

16.32 This policy applies to new-build residential development and to conversions to residential use. For conversions, the number of new trees required should be based on the overall gain of units within the site. For non-residential development the policy applies only to new-build development including extensions. The requirement for additional new tree planting is in addition to any planting required as compensation for loss of existing trees or greenspace.

16.33 Usually trees should be planted within development sites. Where sites have insufficient space for all trees, or where the resulting development would be inappropriate in terms of the character or density of surrounding areas, tree planting should take place at suitable locations, outside the site. This is explained in the Supplementary Planning Guidance Note 'Trees and Development'.

16.34 Where it can be demonstrated that the application of this requirement would make it difficult to secure regeneration, a flexible approach may be taken. This will be assessed case by case. Further guidance on the circumstances where this applies will be set out in the Supplementary Planning Guidance Note 'Trees and Development'.

16.35 Park and Ride facilities which are part of an approved Council transport strategy aim to reduce the length and number of journeys by private car. As such they make an important contribution towards improving air quality and environmental quality and to meeting the aims and objectives of other strategies to which the Council are committed, such as the Air Quality Strategy and Community Strategy. The Council may therefore be more flexible in its requirements for trees in connection with park and ride facilities. However, it is important that the agreed number of trees provide and form part of a good quality structural landscape

in recognition of the potential visual and environmental impact of such facilities.

16.36 Tree Preservation Orders may be made where this is the best way of protecting trees, including those on development sites.

Implementation

16.37 The Supplementary Planning Guidance Note 'Trees and Development' provides detailed guidance on how this policy will be put into action.

Sustainability Appraisal

Policy not changed, as nature conservation and Mersey Forest issues are matters of detail dealt with in other Plan policies and Supplementary Planning Guidance Notes.

Policy Link

DQ1 Design.

Background documents

Planning Policy Guidance Note 12 'Development Plans', 1999;

Circular 36178 'Trees and Forestry', 1978;

'Urban Tree Strategy', SMBC, 1999;

'Survey of Tree Poor Areas', SMBC, unpublished, 1999;

'Mersey Forest Plan', Mersey Forest Partnership, 2001.

POLICY DQ4 PUBLIC GREENSPACE AND DEVELOPMENT

Residential development

1. For proposals consisting of five dwellings or more developers shall provide urban greenspace in accordance with the standard of 55m² per dwelling.

2. Where new urban greenspace is provided within the development site as part of any residential development it should fulfil all of the following criteria. It should:

- (a) be greater than 0.1 ha;
- (b) be accessible to the public;
- (c) contribute to the visual amenity and quality of the urban environment;
- (d) contribute to local biodiversity.

3. Where the required greenspace cannot be provided within the development site, planning conditions or legal agreements will be used to ensure provision outside the site through the enhancement or expansion of existing public urban greenspaces within the locality.

Commercial, Industrial and Leisure Development

4. Proposals for major new commercial, industrial or leisure developments shall include public greenspace as part of a comprehensive development or contribute towards the enhancement of greenspace in the locality.

Explanation

16.38 Over the Plan period all development will take place within the urban area. This will put considerable pressure on the Borough's existing recreational facilities.

16.39 This is the case both for the needs generated by new dwellings, and for major commercial and industrial developments whose employees and visitors also have public greenspace needs.

16.40 New public greenspace should be a positive element in the landscape and it should provide for the recreational needs of those who are intended to use the space. This may be formal recreational open space, such as playing pitches, or informal recreational open space, such as children's playspace or nature space.

16.41 Providing nature space will contribute to meeting the targets for 'accessible nature space'¹ as recommended by English Nature, and to meeting the wider objectives of the North Merseyside Biodiversity Action Plan and the Mersey Forest Plan.

16.42 In the absence of an up to date open space and recreation study, developers may carry out an assessment of whether the public greenspace needs of future occupiers or users of a development would be met by existing facilities in the area in terms of quality, quantity and accessibility.

16.43 Where new urban greenspace is provided it will be afforded the same protection as greenspace defined under Policy G1 'Protection of Urban Greenspace'.

16.44 The Council will use 'planning obligations'² to secure greenspace off-site. The guiding principles are set out in Circular 1/97; that is, planning obligations should be:

- necessary;
- relevant to planning;
- directly related to the proposed development;
- fairly and reasonably related in scale and kind to the development; and
- reasonable in all other respects.

16.45 As with policy DQ3, where it can be demonstrated that the application of this requirement would make it difficult to secure regeneration, a flexible approach may be taken. This will be assessed case by case. Further guidance on the circumstances where this applies will be set out in the Supplementary Planning Guidance Note 'Public Greenspace and Development'.

16.46 A contribution will usually be sought from developers towards the costs

of establishing and maintaining greenspace, whether within or beyond the site.

16.47 The redevelopment of older urban areas will also provide opportunities to create new urban greenspace.

Residential development

16.48 The Plan's housing strategy is that the Borough's need for new homes can be met within the built-up area. As few sites are allocated for housing, the majority of development is likely to be on relatively small sites.

16.49 Developers of five or more dwellings shall contribute to the provision of public urban greenspace. This includes new dwellings, and conversions. The standard of 55m² per dwelling is based on an average household size of 2.2 people. It is derived from the Sefton standards set out in Table 13.3 in chapter 13 and covers both provision for formal outdoor sports and informal recreation, including children's playspace. Supplementary Planning Guidance Note 'Public Greenspace and Development' explains this in more detail.

16.50 New urban greenspaces should preferably be provided at a suitable location within the development site. However it would not be practicable to provide public greenspace (particularly children's playspace) of less than 0.1ha within a development. (This is the area of greenspace which would be required for a development of 20 dwellings). In smaller developments, therefore, a financial contribution will be accepted towards new or improved greenspace in the locality.

16.51 The Supplementary Planning Guidance Note 'Public Greenspace and Development' sets out the level of contributions from developers, usually through commuted sums, and provides guidance on how the money will be spent. The key principles are that provision outside the site must be in the same locality as the development, and that it should be guided by the Council's approved priorities for sport, recreation and greenspace.

Commercial, Industrial and Leisure Development

16.52 Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation' stresses the importance of

ensuring that through the planning system proper provision is made to meet the recreational requirements of those people working in and visiting an area, as well as those living there.

16.53 The policy will apply to major commercial, industrial and leisure development proposals. These may provide scope to secure new greenspace in the middle of densely built-up areas where access by the public to greenspace is most constrained. Such developments will only be asked to contribute to public greenspace provision where a clear shortage of greenspace has been identified in the locality of the development within a Council-approved Greenspace Strategy.

Implementation

16.54 The Supplementary Planning Guidance Note 'Public Greenspace and Development' and development briefs will provide further detailed guidance on how this policy will be put into practice.

Sustainability Appraisal

No changes made, as wider recreation/ green network, Mersey Forest and Biodiversity Action Plan issues will be mentioned in the Supplementary Planning Guidance Note 'Public Greenspace and Development'.

Policy Links

G1 Protection of Urban Greenspace.

Background documents

Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation' July 2002;

'The Six Acre Standard: Minimum Standards for Outdoor Playing Space', National Playing Fields Association, 1993;

Circular 1/97 'Planning Obligations';

'Sefton MBC Playing Pitch Demand Assessment', Sefton MBC, 2003;

'Mersey Forest Plan', Mersey Forest Partnership, 2001;

'North Merseyside Biodiversity Action Plan', North Merseyside Biodiversity Group, 2001.

¹ English Nature recommend that all homes should be within 300m of an accessible nature space, to allow people contact with nature

² These are a form of legal agreement

POLICY DQ5 SUSTAINABLE DRAINAGE SYSTEMS

1. Proposals for new residential, commercial, industrial or leisure development will not be permitted unless a Sustainable Drainage System is incorporated into the overall design.

2. Exceptions may be made where it can be demonstrated that:

- (a) the Sustainable Drainage System would be likely to cause either significant land or water pollution; or
- (b) the site's ground conditions would preclude the use of a Sustainable Drainage System; or
- (c) the size of the site precludes the use of a Sustainable Drainage System; or
- (d) the proposed Sustainable Drainage System could cause damage to adjacent buildings or sites.

Procedures

3. Where appropriate planning conditions or legal agreements will be used to ensure that Sustainable Drainage Systems are provided and maintained.

Explanation

16.55 Sustainable Drainage Systems (SuDS) are designed to manage surface water run-off in a more sustainable way than traditional piped drainage methods. Development tends to extend the area of impermeable ground which increases surface water run-off. This can cause flooding, pollution and disrupt the water cycle to the detriment of water resources and the natural environment.

16.56 This policy aims to complement Part H of the Building Regulations 2000 by ensuring that SuDS are incorporated into the overall design of the development. This will include paved areas that provide access to the principal entrance of the building, a place for bin storage, yards or other forms of access used in common by more than one building. The policy will apply to developments comprising one dwelling or more and also to applications for new retail and industrial premises.

16.57 A number of different types of SuDS are available, for example, soakaways, porous pavings, swales and basins, ponds and wetlands, and filter drains. The type of technique that is used, however, will depend on a number of factors, such as:

- existing land-use;
- proposed and existing topography;
- past rainfall data;
- site hydrology, soil type and infiltration potential;
- type of development proposed;
- health and safety considerations.

16.58 SuDS may be inappropriate in areas which comprise soils with low infiltration rates or where there may be an increased risk of polluting land or water. For example, SuDS may not be suitable for use on contaminated sites or where industrial development is proposed that uses or stores hazardous materials. It will be the responsibility of the applicant to demonstrate why it may be inappropriate to incorporate SuDS into the overall design of their scheme.

16.59 Further information on the use of SuDS is provided in Supplementary Planning Guidance 'Sustainable Drainage Systems' prepared by the Merseyside Authorities.

Implementation

16.60 Through the development control process and the Supplementary Planning Guidance Note mentioned in paragraph 16.59 above.

Sustainability Appraisal

No changes needed.

Policy Links

EP2 'Pollution'
EP8 'Flood Risk'

Background Documents

None

EP1 Managing Environmental Risk (Part I Policy)

EP2 Pollution

EP3 Development of Contaminated land

EP4 Development on or near to landfill sites

EP5 Development and Hazardous Substances

EP6 Noise and Vibration

EP7 Light Nuisance

EP8 Flood Risk

Objective

To reduce the impact of development on the environment and people, and to minimise environmental risk.

Indicators

17.1 The percentage of residents who experience problems with different types of noise in their area:

- Road traffic
- Other transport
- Industry and commerce
- Pubs, clubs and entertainment premises
- Neighbours.

17.2 Number of planning applications where the Environment Agency recommend that planning permission is refused on:

- (a) flood risk grounds;
- (b) water quality grounds;

and the percentage of these where permission is granted.

Key partners

Environment Agency,
United Utilities

Introduction

17.1 Some development can cause pollution and pose a risk to the environment. A rigorous approach to such development is needed in order to protect ecological systems, cultural assets and amenity, and to improve people's quality of life and health.

17.2 A number of organisations share responsibility for managing environmental risk. Pollution control regimes are concerned with determining appropriate levels of emissions from different sources, and ensuring that ambient air and water quality meets the relevant standards. The appropriate pollution control authority, either the Environment Agency or Sefton Council, can impose conditions, through Pollution Prevention and Control permits, to achieve the highest level of protection for the environment as a whole taking into account the Best Available Techniques (BAT).

17.3 The role of the planning system in relation to environmental risk is to ensure that the development itself is an acceptable use of land. To minimise delays that developers may experience from negotiating separate applications for planning approval and pollution permits, parallel applications should be made where possible.

17.4 Sefton has a number of important ecological assets - e.g. nature conservation sites of international importance - that need to be protected from pollution and other environmental risks. The features that support these habitats also need to be protected, such as streams and groundwater.

17.5 Sefton has two important sources of groundwater - the dune **aquifer**⁶ and the major aquifer under the south of the Borough. Once this groundwater becomes polluted it is difficult to clean it up again.

17.6 Additional risk can be posed to people and wildlife in a number of ways, for example through:

- the poor siting of developments that store or use hazardous substances;
- the inappropriate development of contaminated land and flood plains;
- excessive exposure to noise and poorly designed lighting schemes.

17.7 The planning system can control these risks by regulating the location of development and controlling the way in which development operates. The planning system can also regulate what happens after uses have ceased, so that sites can be restored to a suitable standard.

17.8 The purpose of these policies is to reduce the impact of development on the quality of land, water and air, and to limit environmental risk.

POLICY EP1 MANAGING ENVIRONMENTAL RISK

Development proposals should demonstrate that environmental risks have been evaluated and appropriate measures have been taken to minimise the risks of harm or damage to people, property and the natural environment, from:

- (a) pollution of land, surface water, ground water and the air;
- (b) previously contaminated land;
- (c) hazardous substances;
- (e) noise, vibration and light nuisance;
- (d) flooding.

This is a Part I policy

Explanation

17.9 Environmental risks may be caused because development is not in an appropriate location or because it causes the release of harmful substances through the way it operates. These may damage the environment and affect people's quality of life.

17.10 It is essential that any risks are fully assessed and that steps are taken to reduce those risks to an acceptable level. A precautionary approach will be applied to manage environmental risk. Development should avoid causing a risk to the environment. Where a risk cannot be avoided, measures should be incorporated into the proposal so that risk can be reduced or controlled.

Implementation

17.11 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed but explanation now refers to precautionary approach and standard hierarchy of risk management.

Policy Links

None

Background documents

Planning Policy Guidance Note 23 'Planning and Pollution Control', 2001.

**POLICY EP2
POLLUTION**

1. Development will not be permitted if it significantly affects any of the following:
 - (a) local air quality;
 - (b) the quality of surface water and groundwater;
 - (c) soil quality.
2. Planning conditions or legal agreements will be used to ensure that appropriate measures are incorporated into proposals to reduce pollution.

Explanation

17.12 In making decisions on planning applications consideration will be given to the risk of pollution and the likely effect of pollution on neighbouring land uses.

17.13 Air pollution can be caused by extra traffic generated by development or through industrial processes. Developments that are likely to cause air pollution will not be permitted if they could affect the Borough's ability to meet national air quality targets. These are reflected in Sefton's Air Quality Strategy, 'Breathing Space'. This contains proposals for the creation of Local Air Quality Priority Areas. Such Areas will be closely monitored by the Council. Applicants who propose development within these Areas will need to demonstrate that their proposal will not contribute to air pollution.

17.14 Soil quality and the quality of surface water and groundwater could be affected by uncontrolled industrial processes, waste disposal, mineral extraction and through inadequate foul or surface water drainage.

17.15 The pollution of surface water

or groundwaters could harm important ecological areas and could affect the social and economic well being of the Borough. Significant risk could be posed by locating potentially polluting developments close to ponds, water courses and the Environment Agency's Source Catchment Areas or Source Protection Zones of an **aquifer**⁶.

17.16 To treat surface water run-off at source developers are encouraged, where possible, to incorporate sustainable drainage systems into their proposals. The requirements are set out in Policy DQ5 'Sustainable Drainage Systems'.

17.17 Planning conditions or legal agreements will be used to control aspects of development that are not covered by pollution permits. For instance, a planning condition may be used to control the hours of working and legal agreements may be used to secure the preparation and implementation of Green Travel Plans where air pollution could be a problem.

Implementation

17.18 This policy will be implemented through the development control process, taking account of the Air Quality Strategy.

Sustainability Appraisal

Policy not changed but policy link to DQ5 'Sustainable Drainage Systems' added.

Policy Links

DQ5 Sustainable Drainage Systems

Background documents

Planning Policy Guidance Note 23 'Planning and Pollution Control' Consultation Paper July 2002; 'Breathing Space', SMBC, 1999.

**POLICY EP3
DEVELOPMENT OF
CONTAMINATED LAND**

1. Where there is evidence that a site may be affected by contamination, proposals shall be accompanied by a site investigation report and a schedule of remedial measures.
2. Development will not be permitted where the remedial measures will not deal effectively with the level of contamination and will place the occupiers of the proposed development and neighbouring land uses at risk.
3. Where proposals are acceptable in principle, planning permission will be granted subject to conditions requiring:
 - (a) where appropriate, a full site investigation and assessment to be carried out before the development begins; and
 - (b) the development to incorporate all the remedial measures found to be necessary.
4. Where remedial measures are required to deal effectively with contamination, a validation report must be submitted to verify that remedial works have been carried out.
5. Where appropriate, ecological surveys must accompany applications that involve the development of contaminated land.

Explanation

17.19 Previously developed or used land that is contaminated must be brought into beneficial use wherever possible so that land is used effectively. This will reduce the amount of derelict land and support urban regeneration.

17.20 Many sites in the Borough are known to be contaminated, for example, through historical industrial uses and former landfill sites.

17.21 The purpose of this policy is to ensure that measures to remove or treat contaminated land do not endanger public health or the environment. This policy

applies to land that is suspected of being contaminated¹.

17.22 The policy requires developers to find out the nature, degree and extent of any harmful materials on their sites by carrying out site investigations and to come up with proposals for dealing with any contamination.

17.23 Where there is evidence that the level of contamination is slight, planning permission may be granted subject to further site investigations and assessments being carried out.

17.24 Conditions will be used to require the necessary **remedial measures**². A validation report will also be required to verify that remedial measures have been carried out. Occupation of built development will not be permitted until a validation report is received.

17.25 Contaminated land may have nature conservation value. In such cases an assessment of the potential nature conservation value of a contaminated site may be required. This will ensure that, as far as possible, this interest can be protected and enhanced as part of an overall scheme to develop contaminated land.

Implementation

17.26 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as it is considered to be acceptable.

Policy Links

None.

Background documents

Planning Policy Guidance Note 23 'Planning and Pollution Control', Consultation Paper, July 2002; Circular 02/2000 'Contaminated Land', DETR, 2000. 'Sefton Contaminated Land Inspection Strategy', June 2001.

POLICY EP4 DEVELOPMENT ON OR NEAR TO LANDFILL SITES

Development proposals on land liable to be affected by the migration of gas or other harmful substances from a nearby landfill site will only be permitted:

- (a) if proposals are accompanied by a site investigation report containing information on the nature and extent of landfill gas and any other harmful mobile substances;
- (b) if proposals are accompanied by a schedule of remedial measures;
- (c) if suitable precautions are taken to prevent migrating gas or other harmful substances causing a hazard either during the course of development or during the subsequent use of the site; and
- (d) where appropriate, adequate provision has been made for the continued monitoring of gas on site.

Procedures

Planning conditions or legal agreements will be used to ensure that appropriate measures are incorporated into proposals to control the migration of gas or other mobile substances.

Explanation

17.27 Significant risk can be posed by the migration of harmful substances including gases from landfill waste disposal sites. As a guide, an assessment of migrating gas or other harmful substances will need to accompany development proposals within 250m of a landfill site². Planning permission will not be granted where there is considered to be a substantial risk to the development. In particular residential development with gardens within 50 metres of a boundary with a landfill site and the provision of garden areas within 10 metres of a boundary with a landfill site are likely to be resisted.

Implementation

17.28 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed but explanation now refers to Environment Agency's recommendations in relation to development within 250m of a landfill site.

Policy Links

None.

Background documents

None.

POLICY EP5 DEVELOPMENT AND HAZARDOUS SUBSTANCES

Development:

- (a) which involves the storage or use of hazardous substances; or
- (b) which involves modifications to existing establishments where hazardous substances are used or stored; or
- (c) within the vicinity of existing sites where hazardous materials are stored or used

will not be permitted where there would be unacceptable risk to the users of the site, occupiers of neighbouring land or the environment.

Explanation

17.29 The purpose of this policy is to reduce the risk posed by the storage and use of hazardous substances. This is done by maintaining appropriate distances (defined by the Health and Safety Executive) between establishments where hazardous substances are present, and sensitive areas. These include residential areas, sites or buildings that are used by the public, natural features such as watercourses and aquifers, and areas of ecological interest.

17.30 This policy only covers applications for planning permission where the storage and use of hazardous substances is likely to affect uses nearby. Separate permission - Hazardous Substances Consent - is needed for the storage and use itself.

¹ This is regardless of whether or not it is statutorily defined as being contaminated under Part 11A of the Environmental Planning Act 1990

² This is in accordance with the advice contained within Waste Management Paper No.27, DoE 1989. This document is currently being revised.

Implementation

17.31 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as radioactivity is dealt with under other legislation.

Policy Links

None.

Background documents

'*EC Directive 96/82/EC (the Seveso II Directive)*';
'*The Planning (Hazardous Substances) Act, 1990*

development is restricted to a reasonable level;

- users and occupiers of property are not exposed to unacceptable levels of noise.

17.35 Where the levels of noise would be unacceptable, developers will need to demonstrate that adequate measures can be incorporated into proposals to reduce noise and disturbance. Planning Policy Guidance Note 24 'Planning and Noise' provides further guidance on such measures and on how to carry out noise assessments.

Implementation

17.36 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made.

Policy Links

None.

Background documents

Planning Policy Guidance Note 24 'Planning and Noise', 1994.

Explanation

17.37 Flood-lighting is important for security and safety. It has other important uses, such as extending the times when recreational sites can be used and lighting key buildings within town centres. However, poorly designed or badly directed lighting is responsible for sky glow and glare, which can harm wildlife, residential amenity and the character of an area.

17.38 To assess the likely impact of flood-lighting it is essential that planning applications are accompanied by details of the number of floodlights proposed, their location and their luminance level (i.e. the amount of light emitted).

Implementation

This policy will be implemented through the development control process.

Sustainability appraisal

Policy not changed but explanation now refers to safety and lighting of key town centre buildings.

Policy Links

None.

**POLICY EP6
NOISE AND VIBRATION**

1. Development that is likely to generate significant levels of noise or result in new noise-sensitive developments being located close to an existing noise source will only be permitted where:

- (a) a noise assessment has been carried out and submitted as part of the planning application; and
- (b) the impact of the noise and vibration will not be significant or can be reduced to an acceptable level.

Explanation

17.32 Noise or vibration can be generated through development in many different ways, for example:

- road and rail traffic;
- by users of pubs, hot food takeaways and recreation facilities;
- through the operation of industrial and commercial premises.

17.33 Problems can arise where development which generates noise is proposed near a development which is sensitive to noise, such as housing, hospitals or schools. There is also concern where a development which is sensitive to noise is proposed near an existing source of noise.

17.34 The purpose of this policy is twofold. It will help to ensure that:

- the level of noise generated by

**POLICY EP7
LIGHT NUISANCE**

1. Development, including that containing flood-lighting, will only be acceptable where it can be demonstrated that:

- (a) light spillage, glare and sky glow can be minimised;
- (b) the scheme will not harm road safety or wildlife.

2. Proposals for flood-lighting within the rural areas will not be permitted unless it can be demonstrated that the lighting will not detract from the character of the rural areas.

Procedures

3. Details of flood-lighting schemes shall be submitted as part of a planning application.

4. Where flood-lighting is permitted conditions may be imposed to limit their level of luminance and hours of use.

**POLICY EP8
FLOOD RISK**

1. Where development is likely to be at risk of flooding or increase the risk of flooding elsewhere, a flood risk assessment shall be submitted as part of the planning application.

2. Development which would be at unacceptable risk of flooding or would be likely to increase the risk of flooding elsewhere will not be permitted, unless the proposal contains adequate flood protection or mitigation measures.

3. Development will not be permitted if it increases the need for additional civil engineering or other works to prevent flooding. Exceptions may be made where the developer pays for the capital and maintenance costs of the necessary works.

Procedures

4. Planning conditions or legal agreements will be used to ensure that development is not at risk of flooding or likely to cause flooding elsewhere.

Explanation

17.39 In Sefton there is a threat from tidal flooding, river flooding and a combination of the two. Areas known to be at risk of flooding include those areas defined by the Environment Agency, which are shown in figure 17.1, and those areas which have a history of flooding. Figure 17.1 provides only a snapshot and developers should obtain up-to-date information from the Environment Agency. Development in other areas (not specifically highlighted on figure 17.1) may also be at risk of flooding or would be likely to increase the risk of flooding elsewhere.

17.40 The risk of flooding can be increased through development which:

- reduces the capacity of the flood plain;
- increases surface run-off;
- affects the structural integrity and continuity of flood defences;
- obstructs access to watercourses or flood defences for maintenance purposes; or
- requires the extensive culverting of watercourses.

17.41 It is the developer's responsibility to provide an assessment of whether their proposals are likely to be affected by flooding, or whether they will increase flood risk elsewhere.

17.42 Developers will need to demonstrate that any risk can be reduced to an acceptable level by, for instance:

- providing flood defences;
- re-designing developments; or
- incorporating Sustainable Drainage Systems (SuDS) within developments.

17.43 Conditions or agreements will be used to make sure that these are provided where agreed.

Implementation

17.44 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy not changed as detailed explanations are more appropriate to supplementary guidance.

Policy Links

CP22 Coastal Protection

DQ5 Sustainable Drainage Systems

Background documents

Planning Policy Guidance Note 25 'Development and Flood Risk', 2001;

'Shoreline Management Plans for Sub-Cell 11A (Llandudno to Formby Point)' and '11B (Formby Point to Fleetwood)', both Shoreline Management Partnership, 1999.

Figure 17.1
Flood Zones in Sefton (2006)



© Crown copyright

MD1**House Extensions****MD2****Conversion to Flats****MD3****Houses in Multiple Occupation****MD4****Caravan Sites For Gypsies And Travelling Showpeople****MD5****Commercial Frontages and Security Shutters****MD6****Food and Drink Uses****MD7****Advertisements****MD8****Telecommunications Development****Objective**

To ensure that development does not harm amenity, and enhances the visual and other character of the surroundings.

Introduction

18.1 The most frequent forms of development are small in scale. These developments generally do not have a significant effect on the wider area, but can have a major impact on the immediate locality. They tend therefore to be the most controversial types of development within local communities.

18.2 Given the frequency with which some of these developments occur and the particular issues they raise, this chapter sets out the specific factors which will be used to assess them.

POLICY MD1**HOUSE EXTENSIONS**

Proposals for house extensions will only be permitted where all of the following criteria are met:

- (a) they are of a size, scale and mass that is minor in relation to the existing dwelling;
- (b) the design and external appearance harmonises with the existing dwelling;
- (c) adequate parking space remains within the curtilage of the dwelling;
- (d) they would not cause significant harm to the character of the area;
- (e) they would not cause significant harm to the amenities of neighbours.

Explanation

18.3 Whilst often small in scale, house extensions can have a significant impact on the street scene, as well as the individual building, if poorly designed. They can also adversely affect the amenity of adjoining properties through overlooking, overshadowing, overbearing, noise, etc. The 'House Extensions' Supplementary Planning Guidance note provides advice on this.

18.4 For the purpose of this policy, house means every type of dwelling, including bungalows and flats.

Implementation

18.5 This policy will be implemented through the development control process with particular reference to the 'House Extensions' Supplementary Planning Guidance note.

Sustainability appraisal

No change to policy. Due to the large number of applications for house extensions a separate policy is needed.

Policy Link

GBC2 Development in the Green Belt

POLICY MD2**CONVERSION TO FLATS**

1. Development involving the conversion of buildings to flats will be permitted where all the following criteria are met:
 - (a) if the building is a residential dwelling, it has 4 or more bedrooms;
 - (b) development would not cause significant harm to the character of the area;
 - (c) development will not cause significant harm to the residential amenity of occupiers of the proposed dwellings or neighbouring occupiers, in terms of overlooking, noise or disturbance.
2. Floor plans specifying the arrangement of rooms shall be submitted with all applications.

Explanation

18.6 The conversion of buildings to flats can help to provide new dwellings and investment in an area. However, such changes should be controlled to protect the amenity of occupants and neighbours and the character of the surrounding area.

18.7 The character of an area can be changed by a large number of properties being converted from single dwellings to flats in a small area. Physical alterations to a number of buildings and the increase in the number of people living in those buildings can eventually harm the character of the area. In deciding if this is the case, regard will be paid to the impact caused by:

- external staircases
- the availability of off-street parking
- the design of car parking areas, especially to the front of the building
- alterations to walls and fences
- bin stores.

18.8 In addition, the increase in the intensity of use of several buildings in a street can cause a significant increase in comings and goings. This disturbance may lead to a loss of amenity.

18.9 The relationship of rooms should not result in noise disturbance between units. For

this reason, applications must be accompanied by full floor plans.

Implementation

18.10 This policy will be implemented through the development control process.

Sustainability appraisal

Policy not changed as level of detail is considered to be acceptable.

Policy Links

None

POLICY MD3 HOUSES IN MULTIPLE OCCUPATION

1. Development involving the conversion of buildings to houses in multiple occupation (HMOs) will be permitted where all of the following criteria are met:

- (a) if the property is in residential use, it has 4 or more bedrooms;
- (b) the property does not share a party wall with another dwelling;
- (c) development would not result in a dwelling having a HMO on both sides;
- (d) development would not result in more than 2 adjoining properties being used as HMOs;
- (e) development would not cause significant harm to the character of the area;
- (f) development would not cause significant harm to the residential amenity of occupiers and neighbours.

2. Floor plans specifying the arrangement of rooms shall be submitted with all applications.

Explanation

18.11 The issues for the conversion of buildings to Houses in Multiple Occupation are similar to those for flats. However, as the intensity of the use is greater, the effects on the character of the area and the amenity of occupiers and neighbours are often greater too. Consequently, the matters raised in paragraphs 18.7 and 18.8 above will also be

taken into account in deciding whether to allow a House in Multiple Occupation.

Implementation

18.12 This policy will be implemented through the development control process.

Sustainability appraisal

Policy has been changed to make it consistent with conversion to flats policy.

Policy Links

None.

POLICY MD4 CARAVAN SITES FOR GYPSIES AND TRAVELLING SHOWPEOPLE

The development of caravan sites for gypsies and travelling showpeople will be permitted outside the Green Belt provided that:

- (a) the site is suitable for mixed business and residential use;
- (b) the site is within easy reach of shops, schools and other community facilities;
- (c) there is good vehicular access suitable for large vehicles and caravans; and
- (d) the proposal does not make it difficult to develop a larger area.

Explanation

18.13 Gypsies and travelling showpeople have particular accommodation needs because they often carry out business activities from where they live. Sites suitable for mixed residential and business uses are not a specific land use designation.

18.14 In Sefton it is not possible to identify specific sites suitable for this type of use due to the tight Green Belt boundary and the character of the built up area. This policy sets out the criteria which will be used to assess proposals for sites for gypsy and travelling showpeople. In particular, the policy allows potential sites to be assessed in terms of their impact on the amenity of adjoining areas.

18.15 Caravan sites can harm the amenity of neighbouring properties due to:

- noise and other disturbance from the

movement of vehicles to and from the sites

- keeping vehicles within the site, and the type of business activities which take place within the site.

For this reason the preferred location for this use is outside the existing residential areas, but within a reasonable distance of local services and facilities.

18.16 Caravan sites can also be visually intrusive. Proposals will only be approved where there is substantial natural screening or the proposal includes adequate landscaping to ensure that their visual impact is as small as possible.

Implementation

18.17 This policy will be implemented through the development control process.

Sustainability Appraisal

Policy unchanged but the explanation has been amended to clarify the meaning of mixed business and residential use.

Policy Links

None

Background documents

DoE Circular No. 1194 'Gypsy Sites and Planning';

DoE Circular No. 22/91 'Travelling Showpeople'.

POLICY MD5 COMMERCIAL FRONTAGES AND SECURITY SHUTTERS

1. The design of commercial frontages will be required to:
 - (a) form an integral part of the whole building; and
 - (b) relate well to the street scene in terms of materials, form and proportions.
2. Security shutters and grilles, including their associated housing, shall:
 - (a) be part of the overall design of the frontage;
 - (b) allow some visibility into the premises;
 - (c) be colour coated to match the frontage; and
 - (d) be designed to be as unobtrusive as possible during business hours.
3. External shutters will not be allowed in Conservation Areas.

Explanation

18.18 The design of commercial frontages (including office, retail and business premises) has a significant impact on the appearance and image of an area.

18.19 Commercial frontages should be an integral element in the design of a new building and in sympathy with the overall character of the street scene. The design of replacement frontages should take account of the appearance of the building and the character of the street scene.

18.20 The craftsmanship and fine detail of many older shopfronts enrich the street scene. Replacement shopfronts will not normally be approved where the existing shopfront survives in good condition, and dates from the nineteenth or early twentieth centuries or was designed as a part of the original building.

18.21 Security shutters can detract from the appearance of a frontage and its setting. The use of internal shutters is encouraged as they have least impact on appearance. Where

external shutters are to be used they should form part of the overall design of a frontage.

18.22 Any shutters should result in the interior of the property still being visible. This adds some life to the street scene after business hours and improves security.

18.23 External shutters will not be allowed in Conservation Areas as they would harm their appearance and character. Less obtrusive security measures should be used, such as internal shutters or toughened glass.

18.24 Supplementary Planning Guidance Note 'Shopfronts, Security and Signage' provides additional advice on the design of shopfronts including how to build security into the overall design.

Implementation

18.25 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made to policy as access for all is covered in DQ1 'Design' and AD2 'Ensuring Choice of Travel' and in Supplementary Planning Guidance.

Policy Link

DQ1 Design

POLICY MD6 FOOD AND DRINK USES

1. Proposals for food and drink uses in the town and district and local centres will be permitted, provided they meet all of the following criteria:

- (a) they would not cause significant harm to amenity;
- (b) they would not result in a grouping of similar uses which would harm the character of the area;
- (c) any external ventilation and extractor systems do not significantly harm the external appearance of the building or the street scene.

2. In addition to meeting all of the above criteria for town and district and local centres, proposals for food and drink uses in or adjacent to the Primarily Residential Area will not be permitted unless all the following criteria are met:

- (a) they would not cause significant harm to residential amenity;
- (b) the residential use of upper floors is limited to the person(s) employed in the proposed food and drink use.

Procedures

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

Explanation

18.26 Food and drink uses include restaurants, cafes, hot food takeaways, public houses and wine bars i.e. 'Classes A3, A4 and A5'¹ food and drink uses. Such uses can contribute to the vitality of Sefton's town, district, and local centres. However, food and drink uses should not harm the amenity of the occupiers of neighbouring properties through noise, disturbance or smell, or their effect on the appearance of the street scene.

¹ As defined by the *Town and Country Planning Use Classes (Amendment) Order 2005*

18.27 Food and drink uses may be acceptable within the Primarily Residential Area, but only if they do not harm residential amenity.

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

Implementation

18.29 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes made to policy as pollution and nuisance are dealt with by other Plan policies.

Policy Links

None

POLICY MD7 ADVERTISEMENTS

Advertisements will be granted consent if all of the following criteria are met:

- (a) they would not be obtrusive or dominant features in the street scene;
- (b) they would not create clutter on a building or within the street scene;
- (c) they would not harm public safety;
- (d) where attached to a building, they would respect its scale, proportions and architectural features;
- (e) where attached to a Listed Building, or within the grounds of a Listed Building, they would preserve the special architectural or historic character and appearance of the building;
- (f) where displayed in Conservation Areas, they would preserve or enhance the character and appearance of the area.

Explanation

18.30 Advertisements can have a significant impact on the environment. Proposals for advertisement consent are assessed in terms of their impact on amenity and public safety.

18.31 Advertisements can harm the appearance of an area or building, particularly

the combined effect of a number of signs or adverts.

18.32 As advertisements or signs could easily detract from the character and appearance of Listed Buildings and Conservation Areas, they will only be allowed where the character and appearance is preserved or enhanced.

Implementation

18.33 This policy will be implemented through the development control process.

Sustainability appraisal

No changes needed.

Policy Links

None

POLICY MD8 TELECOMMUNICATION DEVELOPMENT

1. Proposals for telecommunication development will be permitted provided that all the following criteria are met:

- (a) the scale, siting, design and external appearance of apparatus and any associated structures would not have an unacceptable impact on the visual amenity and character of the surrounding landscape or street scene;
- (b) if on a building, apparatus would, so far as practicable, be sited to have the least effect on the external appearance of the building.

Procedures

2. Applications for development by telecommunications code system operators must be accompanied by:

- (a) evidence that the apparatus to be installed complies with the guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP) on public exposure to non-ionising radiation, and
- (b) information on the purpose of and need for the proposed development.

3. Where the proposal is for a free standing mast, evidence should be provided to show that the apparatus cannot be located on an existing building, structure or at another telecommunications site.

Explanation

18.34 Telecommunications development provides the infrastructure for a number of systems including mobile telephone, emergency services communication, satellite television and radio signals. Telecommunications systems can bring immense social and economic benefits but there is also a need to make sure they have as little impact on the environment as possible.

18.35 Important factors in considering all telecommunications development

proposals are the need to protect amenity and reduce visual intrusion. In the case of development by telecommunications code system operators (i.e. development related to mobile telecommunications networks) the implications for subsequent network development will also be taken into account. The height of apparatus, the need for ancillary development and the scope for landscaping and screening will all be taken into account. All development should be sympathetically designed and disguised so that it blends in with the background.

18.36 Proposals in the Green Belt should maintain its openness. They will only be considered in very special circumstances, where there is no suitable alternative.

18.37 The applicant must demonstrate that the apparatus to be installed falls within the agreed guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP) on levels of microwave frequency radiation emissions¹. The Government takes the view that if a proposed telecommunications development meets the ICNIRP guidelines there is no need to consider further the possible impact on health and concerns relating to this matter.

Implementation

18.38 This policy will be implemented through the development control process.

Sustainability Appraisal

No changes needed.

Policy Links

None

Background Documents

'Guidelines for limiting exposure to time varying electric, magnetic and electro-magnetic fields (up to 300GHz)', The International Commission on Non-Ionising Radiation Protection (ICNIRP), Health Physics, 1998, 74: 494-522;

'Mobile Phones and Health', Independent Expert Group on Mobile Phones, 2000.

¹The International Commission on Non-Ionising Radiation Protection (ICNIRP) report "Guidelines for limiting exposure to time varying electric, magnetic and electro-magnetic fields (up to 300GHz)" is currently endorsed by both EU Council Recommendation 1999/519/EC and "Mobile Phones and Health", a UK government commissioned report by the Independent Expert Group on Mobile Phones.

APPENDIX I
Supplementary Planning Guidance Notes (SPGs)

1. SPGs published:	Key policies or chapter
New Housing Development	Policies CS3, AD2, Chapter 6
Design	Policy DQ1
Ensuring Choice of Travel	Policy AD2
Trees and Development	Policy DQ3
Public Greenspace and Development	Policy DQ4, Policy G5
Landscape Character	Policy GBC6
Development in the Green Belt	Policy GBC2
Archaeology	Policy HC6
House Extensions	Policy MD1
Shopfronts, Security and Signage	Policy MD5
Regulating the Supply of Residential Land	Policy H3
Southport Seafront	Policy EDT13, EDT15
Bootle Town Centre	Policy EDT10
South Sefton Housing Market Renewal: Bedford Road/ Queens Road	Policy H8
South Sefton Housing Market Renewal: Klondyke and Canal Corridor	Policy H8
2. Local Development Documents identified in Local Development Scheme, August 2006:	
Affordable Housing SPD	Policy H2
Managing the Supply of Housing Land SPD	Policy H3
South Sefton Housing Market Renewal: Knowsley/Peel SPD	Policy H8
South Sefton Housing Market Renewal: LinacreOne SPD	Policy H8
Stanley Road, Bootle SPD	Policy H8
Southport Town Centre SPD	Policy EDT13
Ensuring Choice of Travel SPD	Policy AD2
Greenspace and Development DPD	Policy DQ4
Canalside Sites, Bootle SPD	
Seaforth and Litherland Area Action Plan DPD	Chapter 7, Policy R10
3. Merseyside-wide LDDs still to be published:	
Waste DPD	Chapter 9
4. Development briefs expected to be published for:	
Hugh Baird Annex Site, Church Road, Litherland	-
Former Johnson's Site, Stanley Road, Bootle	-
Land to the West of Southport and Formby District and General Hospital	Policy H5
5. Information Notes:	
Renewable Energy	Policy DQ2

APPENDIX 2 Opportunity Sites				
Policy	Site	Proposed Uses	Area	Notes
EDT12.1	Land at Strand Road / East of Stanley Road, Bootle Town Centre	Retail development and other uses including offices, leisure and cultural uses. Housing and community facilities may also be permitted	Up to 1.2 hectares	<ul style="list-style-type: none"> - Site capable of accommodating either a single use or mixture of uses. - Retail development acceptable to help develop Stanley Road as one of the main shopping streets in Bootle Town Centre. - Site also suitable for commercial/leisure development. - Development of upper floors and secondary locations for residential use encouraged. - Development must take advantage of canalside location.
EDT12.2	Land adjacent to The Strand Shopping Centre, Bootle Town Centre	Retail development and other uses including offices, leisure and cultural uses. The site may also be suitable for housing and community facilities.	Up to 0.5 hectares	<ul style="list-style-type: none"> - Site capable of accommodating either a single use or mixture of uses. - Retail development acceptable. Site also suitable for commercial leisure development. - Development of upper floors and secondary locations for residential use encouraged. - Development must take advantage of canalside location.
EDT17.1 H6.1	Land south of Aintree Curve, Netherton	Suitable in whole or part for business, industrial, and storage and distribution (Use Classes B1, B2 and B8) The site may also be suitable for housing.	3.8 hectares	<ul style="list-style-type: none"> - Triangular site located between the former Aintree Curve railway line (to be reinstated as part of the North Mersey Freight Line), and recent housing. - A 10-15 metre strip to the west of the existing Northern Line must be safeguarded, to allow any future rail line on the Loop Line alignment to join the Northern Line. - New road bridge required for industrial access, and buffer needed to protect amenities of adjoining residential area. - Site also suitable for housing – access off Ridgewood Way. - Eastern part of site proposed Local Nature Reserve (Policy NC3). Developer required to make financial contribution towards provision. - Contaminated site. Appropriate remediation treatment needed.

Policy	Site	Proposed Uses	Area	Notes
EDT17.2 H6.2	Linacre Lane Depot & Gas Works, Bootle	Suitable in whole or part for business, industrial, and storage and distribution (Use Classes B1, B2 and B8) The site may also be suitable for housing.	4.7 hectares	<ul style="list-style-type: none"> - Heavily contaminated site – may affect suitability for housing, at least until the active gas depot closes. - Compensatory greenspace, including provision of replacement playing pitch required if current sports facilities (1.6 hectares) relocated. - Development must take advantage of the site's canalside location.
H6.3	Land bounded by Waterworks St / Well Lane / Park St & Litherland Road, Bootle	Housing	1.7 hectares	<ul style="list-style-type: none"> - Current use no longer appropriate, as a result of the redevelopment of adjoining areas for housing. In long term, area should be redeveloped for housing.
H6.4	Land at Virginia St / Back Virginia Street, Southport	Housing	3.0 hectares	<ul style="list-style-type: none"> - Site located between railway and residential property on Virginia St. - Area no longer suitable for industry because of increased size and volume of industrial traffic. - Extension of existing premises only permitted providing no adverse impact on nearby residential properties. - In long term, area should be redeveloped for housing.

APPENDIX 3 Hawthorne Road/ Canal Corridor Sites				
Policy	Site	Proposed Use	Area	Notes (As at June 2006)
H3.4	Toprain	Residential, including replacement for housing clearance	1.30	Has full planning permission for residential
H3.5	Former Tannery Site	Residential, including replacement for housing clearance	1.40	Has outline planning permission for residential and a reserved matters application pending.
H3.6	511 Hawthorne Road and Site of Mel Inn	Residential, including replacement for housing clearance	1.60	Has full planning permission for residential
H3.7	503-509 Hawthorne Road	Residential, including replacement for housing clearance	1.62	Has outline planning permission for residential development and public open space
H3.9	501 Hawthorne Rd/ Parkside	Residential, including replacement for housing clearance	1.90	Has outline planning permission for residential development and public open space
H3.1	Penpol	Residential, including replacement for housing clearance, local shops and community facilities	2.19	Has outline planning permission for residential, retail and community facilities. Has reserved matters application approved and one pending
H3.8	Orrell School Site	Residential, including replacement for housing clearance, and community facility	0.54	Has outline planning permission for residential and community facilities. School moving to new site on Orrell Road.
EDT6.10	Linacre Bridge	Employment	0.90	Site designated as Industrial Development Site.
EDT17.3 & H6.5	Land bounded by Linacre Lane/ Vaux Crescent/ Aintree Road and Hawthorne Road	Employment and/or housing opportunity site.	10.5	Future redevelopment of this site is subject to results of site investigation report. A development brief will be prepared for this site.
EDT5 & EDT7.2	Land adjacent to Acorn Way	Employment	3.63	Retained within Primary Industrial Area (EDT5) and Industrial Improvement Area (EDT7) (part).
EDT17.3 & H6.2	Bootle Gas Works	Employment and/or housing opportunity site.	6.25	Site partly designated as greenspace on proposals map, to reflect former use. Remainder suitable for residential or industry, subject to contamination issues. Northern part of site (north of Melling Road) has planning permission for residential. The southern part is currently occupied by gasworks and is likely to remain so for the near future.

APPENDIX 4**Sites of Local Biological Interest****Site Name**

Albert Road to Lifeboat Road	Railway - Coastal Road to Ainsdale Station	Southport Old Links Golf Course
Lifeboat Road to St Joseph's Hospital	Kenilworth Road Dunes, Embankment and Verges, Ainsdale	The Stray, Southport
National Trust and Associated Fields	Formby Moss	Switch Island, South East Section, Maghull
Range Lane to Albert Road	Orrell Hill Wood	Open Space and Brook, West of A59, Maghull
Cabin Hill National Nature Reserve	Birkdale Hills Local Nature Reserve, Weld Road to Shore Road Including Green Beach	North Meols Estate, Churchtown
Formby Golf Club	Hillside Golf Club	Ribble Estuary (Including Marshside 1, Marshside 2 And Crossens) to Southport Pier
Altcar Firing Ranges	Railway - Ainsdale Station to Hillside Station	Open Space, East of Railway, Between Melling Lane and Poverty Lane, Maghull
Railway - Freshfield Station to Fisherman's Path	Southport and Ainsdale Golf Club	Crosby Marine Lake and Park
Ainsdale National Nature Reserve	Westcliffe Road, Verge, Southport*	Seaforth Nature Reserve
Ainsdale Hills Local Nature Reserve	Ince Blundell and Little Crosby Estates	Rimrose Valley and Canal
Coastguard Station, Hall Road to Sniggery Farm Track, and Shore	Westcliffe Road, Verge, Southport*	Leeds - Liverpool Canal
Hightown Dunes, Meadow and Saltmarsh	Foreshore, Weld Road to Southport Pier	Dismantled Railway, Aintree Triangle
Freshfield Dune Heath, Woodvale Airfield and Willow Bank Caravan Park	Railway - Hillside Station to Birkdale Station	Fazakerley Sidings, Aintree
West Lancashire Golf Club	Queen's Jubilee Nature Trail, Southport	Land East of Canal, North of Wango Lane, Waddicar
Wham Dyke Meadows	Southport Marine Lake	Whinny Brook, Maghull
Key Park, Blundellsands	Homer Green Sewage Works (Disused)	Flea Moss Wood and Ponds
Sniggery Farm Wood and Pastures	Municipal Golf Links, Southport	Edge Farm, Rookery
Falklands Way Dunes	Hesketh Golf Links and SSSI	Land at Parkhaven Trust, Maghull
	Former Sefton Hall, Sefton Village	
	Lydiat Wood, Lydiat, South West of Holland's Farm	
	Pond and Open Space, North of Copy Lane, Netherton	

* Sites not shown on the Proposals Map (too small)

APPENDIX 5**Sites of Local Geological Interest**

Site Name	Type
Orrell Hill Wood	glacial till
Aintree Triangle South	railway cutting
Great Crosby Boulder	erratic
Crossens Erratic, Banks Road	erratic
Ainsdale and Birkdale Foreshore and Dunes	beach, dune
Formby Point Foreshore and Dunes	beach, dune
Alt Estuary and Hightown Foreshore	estuary
Crosby Foreshore and Dunes	beach, dune
Harris Drive, Bootle	exposures
Southport and Crossens Foreshore	tidal flat
Ravenmeols and Altcar Foreshore and Dunes	beach, dune
The Dell	disused quarry

APPENDIX 6

Car Parking Standards

'Use parking policies to promote sustainable transport choices and reduce reliance on the car for work and other journeys'

The supply of car parking is one of the most significant factors in encouraging car use. The Council will apply the following maximum parking standards (taken from Regional Spatial Strategy). Lower levels of parking may be encouraged, in conjunction with the adequate support for alternative modes being in place, according to Local Transport Plan:

- Proximity to public transport nodes and corridors;
- High levels of population and development density;
- Traffic reduction objectives as expressed in LTP;
- Controlled on-street parking;
- Good levels of availability of off-street parking;
- Levels of walking and cycling;
- Regeneration, levels of economic activity and economic development objectives;
- Potential for shared use of spaces; and
- Mixed use developments.

TABLE A1: PARKING STANDARDS FOR COMMERCIAL & INSTITUTIONAL DEVELOPMENTS

USE	MAXIMUM STANDARD FOR BOOTLE AND SOUTHPORT TOWN CENTRES	MAXIMUM STANDARD ELSEWHERE
A1 - SHOPS		
Food Retail	1 space per 16m ²	1 space per 14m ²
Non-Food Retail	1 space per 22m ²	1 space per 20m ²
A3 - FOOD AND DRINK		
Restaurants	1 space per 7m ² PFA	1 space per 5m ² PFA
Fast Food / Drive-through	1 space per 8.5m ² GFA	1 space per 7.5m ² GFA
B1 - BUSINESS		
Stand alone offices	1 space per 35m ²	1 space per 30m ²
Business Parks	1 space per 40m ²	1 space per 35m ²
B2 GENERAL INDUSTRY		
General Industry	1 space per 60m ²	1 space per 45m ²
B8 - STORAGE AND DISTRIBUTION		
Storage and Distribution	1 space per 45m ²	1 space per 45m ²
C1 - HOTELS AND HOSTELS		
Hotels	1 per bedroom including staff	1 per bedroom including staff
C2 - RESIDENTIAL INSTITUTIONS		
Residential Homes	1 per 3 staff + 1 visitor space per 6 residents	1 per 3 staff + 1 visitor space per 5 residents
Hospitals	1 space per 4 staff + 1 space per 3 day visitors	1 space per 4 staff + 1 space per 3 day visitors
C3 - DWELLINGHOUSES - see table A2 below		
D1 - NON-RESIDENTIAL INSTITUTIONS		
Medical or Health facilities	1 space per 2 staff + 3 per consulting room	1 space per 2 staff + 4 per consulting room
Higher and further Education	1 space per 2 staff	1 space per 2 staff

D2 - ASSEMBLY AND LEISURE		
Cinemas and Conference Facilities etc	1 space per 8 seats	1 space per 5 seats
D2 including leisure	1 space per 25m ²	1 space per 22m ²
MISCELLANEOUS		
Stadia	1 space per 18 seats	1 space per 15 seats

TABLE A2: PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENTS

Type of Accommodation	Spaces / unit			
	Standard	Accessible Locations	Social / Elderly / Students	Conversions
Flats (with communal parking)	1.25 - 1.5	1	0.7	1
1-2 or less bedrooms	1 - 1.5	1	1	n/a
3 bedrooms	1.5 - 2	1-2	1	n/a
More than 3 bedrooms	2	1.5 - 2	n/a	n/a

Notes:

(1) Lower levels of parking may be requested / appropriate where:

- development is an accessible location such as a town centre,
- there are on-street parking controls within 100m of the development

(2) Car Free Residential Development

- may also be required to support a car share facility
- should include facilities for service vehicles

TABLE A3: PARKING FOR DISABLED PEOPLE (TAL 5/95)

Car Park Used For:	Car Park Size	
	Up to 200 bays	Over 200 bays
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is the greater	6 bays plus 2% of total capacity
Shopping, recreation and leisure	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity

The provision of disabled spaces is a minimum requirement – with provision being a proportion of the maximum standard rather than the actual number of spaces provided. The provision should be either the minimum number of bays identified in Table A3, or the relevant percentage of the maximum parking standard identified in the table. The number of designated spaces may need to be greater at hotels and sports stadia that specialise in accommodating groups of disabled people.

Accompanying notes from RSS

1. For predominantly drive-through/ take-away establishments. 'Drive-thru' restaurants featuring significant seating should be considered as a conventional restaurant
2. To be backed up with a more detailed justification, including Green Transport Plans
3. Additional facilities, such as leisure and conference facilities should be considered separately if appropriate
4. Parking for students should be included within this figure. Separate consideration would be required for any parking related to residential facilities.

Accessibility

The ability of people to move around an area and to reach places and facilities. This includes people with limited mobility, e.g. elderly people and those with young children.

Accessible development

Development which is accessible by a choice of means of travel - by foot, cycle, public transport and car. For freight this means road, rail or water.

Affordable housing

Housing which is available to people who cannot afford to rent or buy houses generally available on the open market.

Aggregates:**Primary aggregates**

Minerals extracted from the earth's surface, mainly consisting of sand, gravel and crushed rock which are used within the construction industry.

Secondary aggregates

Reclaimed or recycled materials that are used within the construction industry as a substitute for primary aggregates. They include: mineral wastes such as china clay, sand, colliery spoil and slate waste; industrial wastes such as pulverised fuel ash, blast furnace slag and demolition materials such as crushed concrete.

Allocated site

A site identified on the Proposals Map on which a particular use is proposed e.g. for business or housing.

Aquifer

A large, self-contained area of groundwater.

Atlantic Gateway Strategic Investment Area

The Atlantic Gateway Strategic Investment Area (SIA) is a targeted area for Objective 1 funds. Key aims within these areas are to make improvements to the infrastructure suitable for job creation within the industrial parts of South Sefton and North Liverpool together with major improvements to Bootle Town Centre.

Backland sites

Sites lying to the rear of development which has a road frontage.

Bio-degradable waste

Organic matter that can be broken down easily when composted without requiring further treatment unlike other materials such as plastics.

Biodiversity

The variety of life on earth or any given part of it.

'Called-In' planning application

Decisions whether to grant or refuse planning permission are usually made by the Council. However the Secretary of State has the option of 'calling in' planning applications if planning issues of more than local importance are involved, to make the decision himself or herself.

Coastal ecology

The inter-relationships between plants and animals and physical processes and products of change such as winds and waves, for sites and places at the coast.

Comparison shopping

Shopping for goods where the customer makes comparison between different shops e.g. clothing and footwear; do-it-yourself goods, household goods, recreational goods.

Contaminated land

Land which is polluted by the presence of radioactive materials or chemical substances at concentrations which could make it unsafe for development without action to remove the source of contamination.

Context

The setting of a site or area, including factors such as traffic, activities and land uses, as well as landscape and built form.

Convenience shopping

Shopping for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer therefore requires convenience of shopping.

Curtilage

The area defined around a building containing land and structures associated with the building.

EC Birds Directive

A European Union law which provides special guidance for the protection, management and control of all species of naturally occurring wild birds.

EC Habitats Directive

A European Union law which provides a uniform approach to environmental and conservation policies throughout Europe.

Edge-of-Centre

In the context of shopping, a site which is within easy walking distance of the main shopping area (about 200-300 metres).

Evening economy

Businesses which are busiest in the evening, e.g. public houses, restaurants, clubs, cinemas.

Freeport

A designated area within the Port estate where imported goods can be stored, processed and re-exported, free from normal import duties, taxes, licenses and quotas.

Gas flaring

Flaring of gas in association with mineral deposits or landfill sites in order to safely manage the emission of gas.

Geomorphological processes

Natural physical processes that create and change landforms over time.

Grain

The pattern of the arrangement and size of buildings and their plots in a settlement.

Greenspace

Open land in either public or private ownership used mainly for formal or informal recreation.

Landfill / Landraises

Disposal of waste by burying it in (landfill) or on (landraises) the ground.

Housing Market Renewal Pathfinder Area

The Housing Market Renewal Pathfinder Area is an area within which government funding is being made available to re-structure housing. It is anticipated that substantial amounts of clearance will take place within this area.

Massing

The combined effect of the height, bulk and silhouette of a building or group of buildings.

Material planning considerations

Matters relating to the purpose of planning legislation, which is to regulate the development and use of land in the public interest.

Merseyside Local Transport Plan

A document produced by Sefton, Knowsley, Liverpool, St Helens, and Wirral Councils together with Merseytravel, which sets out:

- the Merseyside transport strategy for a 10-year period
- detailed policies and proposals for transport in Merseyside over a 5-year period.

Methane

A gas which is produced as organic material breaks down. It is one of the main 'greenhouse' gases which is thought to be contributing to global warming.

Multiple retailers

Shops which operate on a national level and have branches in many towns and cities.

Non-bulky goods

Convenience and comparison goods that are not large in size (i.e. not bulky) and can therefore be conveniently sold from town centres.

Non-food floorspace

Shops selling comparison goods.

Objective 1 funding

Funding through the European Union's Objective 1 Programme for the regeneration of its most disadvantaged regions. The current Objective 1 Programme for Merseyside runs from 2000 to 2006.

Out-of-Centre

In the context of shopping, a site that is clearly separated from a town centre but not necessarily outside the urban area.

Permitted Development

Certain types of development which do not require planning permission. They are set out in the Town and Country Planning (General Permitted Development) (Amendment) Order 2005 and the Town and Country Planning (Use Classes) Order 1987.

Public realm

The parts of a town (whether publicly or privately owned) which are available, without charge, for everyone to use or see, including streets, parks and gardens.

Qualitative need

In the context of shopping, refers to the need for new facilities due to the existing facilities being of a poor quality or offering little choice.

Quantitative need

In the context of shopping, refers to the actual level of demand for new shopping facilities and is often referred to as retail capacity. This need arises from increased consumer spending.

Ramsar site

Designated by the UK Government under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats. All Ramsar sites are also Sites of Special Scientific Interest.

Remedial measures

Ways of restoring contaminated land, for example by inserting a layer of 'clean' material on top of harmful materials, or removing harmful materials from a site.

Retail Impact Assessment

A study which addresses the need for proposed retail development (over 2,500 sq m net in Sefton). It should include an assessment of alternative sites, likely impacts on existing town, district and local centres, accessibility by a choice of means of transport and impact of travel patterns.

Retail Statement

This is less detailed than a full Retail Impact Assessment but should address, in summary form, the matters raised above.

Rhythm

The grouping or spacing of building elements - windows, doors, bays or columns within the elevation or facade of the building. On a larger scale it refers to the width and proportion of individual buildings and their elements in relation to other buildings in the street.

Sequential test

The process of assessing alternative sites for retail development, giving priority to town centres, followed by edge-of-centre, followed by district and local centre and then out-of-centre sites accessible by a choice of means of transport.

Single Regeneration Budget

A grant programme to support a range of improvements (e.g. physical, environmental, education and training) in specific urban areas.

Special Area of Conservation (SAC)

An area of important natural habitat types designated by the UK Government under the European Directive "Conservation of Natural Habitats and Wild Flora".

Special Protection Area (SPA)

An area of important bird habitats designated by the UK Government under the European Directive "Conservation of Wild Birds". All SPAs are also Sites of Special Scientific Interest.

Sites of Special Scientific Interest (SSSIs)

Areas recognised by English Nature as being of special interest by reason of their plants, animals, geological, geomorphological or landscape features and which have statutory protection to conserve these features.

Sterilised (reserves of minerals and aggregates)

This occurs when permanent forms of development e.g. road construction, make it impossible to extract mineral and aggregate reserves.

Vitality and viability (town centres)

This relates to the economic health of a town or district centre. Relevant factors in assessing the vitality and viability of a centre include: range and quality of shops and other facilities; attractiveness of the centre; ease of access to and within the centre.

Windfall sites

Sites not specifically allocated for development but which become available for development or are granted permission during the lifetime of the Plan.



Andy Wallis Planning & Economic Regeneration Director

*Planning & Economic Regeneration Department
is part of the Regeneration Directorate*