

**FORMBY AND LITTLE ALT CAR  
NEIGHBOURHOOD PLAN  
BASIC CONDITIONS STATEMENT**

**February 2019**



## **Formby and Little Altcar Neighbourhood Plan Basic Conditions Statement**

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## 1. Legal Requirements

- 1 This statement has been prepared by Formby Neighbourhood Plan Steering Group on the behalf of Formby and Little Altcar Parish Councils to accompany the submission to Sefton Metropolitan District Council (MBC) of the Formby and Little Altcar Neighbourhood Development Plan under section 15 of the Neighbourhood Planning Regulations 2012.
- 2 The Neighbourhood Plan has been prepared by Formby Parish Council, a qualifying body, for the area covering the Parishes of Formby and Little Altcar, as designated by Sefton MBC Council on 12<sup>th</sup> September 2013.
- 3 The Neighbourhood Plan proposal relates to planning matters (the use and development of land) in the designated Neighbourhood Area and covers the period from 2012 to 2030.
- 4 The Neighbourhood Plan does not contain policies relating to excluded development as laid out in the Regulations.
- 5 This Basic Conditions Statement addresses the '*basic conditions*' as required by the Regulations and explains how the Neighbourhood Plan meets the requirement of Paragraph 8 of Schedule 4B of the 1990 Town and Country Planning Act.
- 6 The Regulations state that the Neighbourhood Plan will have met the basic conditions if it:
  - Has regard to national policies and advice contained in guidance issued by the Secretary of State;
  - Contributes to the achievement of sustainable development;
  - Is in general conformity with the strategic policies of the development plan for the area;
  - Is compatible with European Union (EU) and European Convention on Human Right (ECHR) obligations.

## 2. Introduction and Background

- 7 Neighbourhood planning provides communities with the power to establish their own policies to shape future development in and around where they live and work.

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need.”*

(Paragraph 183, National Planning Policy Framework)

- 8 The Neighbourhood Plan was prepared by the Formby Neighbourhood Plan Steering Group, on behalf of Formby and Little Altcar Parish Councils.
- 9 As set out above, Formby Parish Council is the *Qualifying Body*, ultimately responsible for the Neighbourhood Plan and in line with the aims and purposes of neighbourhood planning, as set out in the Localism Act (2011), the National Planning Policy Framework (2012) and Planning Practice Guidance (2014).
- 10 The Formby Neighbourhood Plan is the result of several years sustained community effort and many thousands of hours volunteered by local people with a single aim in mind - producing a plan to provide for sustainable growth, whilst protecting those things that make Formby a very special place.
- 11 Formby is under tremendous pressure for development and will continue to be so. However, opportunities for development within the Neighbourhood Area are heavily constrained, not least by flooding, Green Belt and the beautiful, protected coastline. It is therefore essential that the long term growth of Formby is carefully managed so as not to detract from those things that make the Neighbourhood Area so attractive in the first place.
- 12 The Neighbourhood Plan has been carefully crafted in a way that achieves this difficult balancing act whilst meeting the basic conditions.

### **3. Having Regard to National Planning Policy and Advice**

- 13 The Formby and Little Altcar Neighbourhood Plan has been prepared having regard to the National Planning Policy Framework (NPPF) published in April 2012. In so doing, the Neighbourhood Plan has had regard to the 12 core planning principles contained in paragraph 17 of the NPPF, alongside other national policies. The Neighbourhood Plan has also had regard to ongoing National Planning Practice Guidance (NPPG), first published by the Government in April 2014.
- 14 The table on the following pages sets out a summary of how each policy of the Neighbourhood Plan has regard to national policy and advice. The NPPF paragraphs referred to are considered to be the most relevant to the respective policy and are not intended to comprise a comprehensive list of every possible relevant paragraph.

**Table 1: How the Neighbourhood Plan policies have regard to national policy and advice**

<i>NP Policy Number and Title</i>	<i>NPPF Paragraph(s)</i>	<i>Comment</i>
<p>GP1 A Spatial Plan for the Town - Defining a settlement boundary</p> <p>The Neighbourhood Plan designates a Formby and Little Altcar Settlement Boundary, as shown on Map 11, Page 44, for the purpose of:</p> <ul style="list-style-type: none"> <li>• directing future housing, economic and community related development in the Parish, to the town of Formby and Little Altcar, to enhance its role as a resilient and sustainable community;</li> <li>• containing the spread of the Town, by promoting infilling up to its settlement boundary, the A565 (Formby Bypass)</li> <li>• This approach, taken together with the housing allocations below, provides for sustainable growth whilst avoiding the need to develop unallocated greenfield land outside the settlement boundary.</li> </ul> <p>Consequently, the Neighbourhood Plan ensures a sustainable pattern of development, by providing for significant growth,</p>	<p>Para 8</p> <p>Para 136</p>	<p>Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives:</p> <p>a) <b>an economic objective</b>  b) <b>a social objective</b>  c) <b>an environmental objective</b></p>

<p>whilst protecting the Green Belt from inappropriate development, best most versatile agricultural land and the countryside around Formby and Altcar, which is, in itself, a fundamental part of the Neighbourhood Area’s attractive local character.</p> <ul style="list-style-type: none"> <li>• The Formby and Little Altcar Settlement Boundary is derived from a combination of:             <ul style="list-style-type: none"> <li>a) the existing urban area settlement boundary which is the A565</li> <li>b) the relative landscape value of land beyond the defined urban area, as extended to take into account where the adjoining landscape has been assessed as having a relative sensitivity to development</li> <li>c) the views of the local community, further to robust consultation</li> <li>d) taking full account of the Neighbourhood Plan’s aim of providing for sustainable growth.</li> </ul> </li> </ul>		
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<p>H1 Proposals for new housing must ensure that the new homes are well connected both within the site and with the wider town.</p> <p>Good connections may be achieved by providing:</p> <p>a) short, direct routes for pedestrians and cyclists connecting the new development to the rest of the town. This may include upgrading existing routes that connect to the development to make them attractive and safe for pedestrians and cyclists</p> <p>b) good access to public transport, by locating development as close as possible to existing bus routes and providing good pedestrian access to bus stops</p> <p>c) good connections within the development area itself, so a choice of connections to the wider town is provided.</p>	<p>Para 102 - 111</p>	<p>102 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <p>a) the potential impacts of development on transport networks can be addressed;</p> <p>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</p> <p>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</p> <p>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</p> <p>e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</p> <p>The planning system should actively manage patterns of growth in support of these</p>
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		<p>objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes....</p> <p>Within this context, applications for development should:</p> <ul style="list-style-type: none"> <li>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</li> <li>b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</li> <li>c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</li> <li>d) allow for the efficient delivery of goods, and</li> </ul>
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		<p>access by service and emergency vehicles; and</p> <p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p> <p>All developments that will generate significant amounts of movement should be required to provide a <b>travel plan</b>, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</p>
<p>H2 Small residential development (defined as schemes of up to and including 14 dwellings) on infill and redevelopment sites, should demonstrate the most effective use of land through high quality design that respects local character and residential amenity.</p>	<p>Para 124 - 132</p>	<p>124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.</p>

		<p>125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. <b>Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.....</b></p>
<p>H3 Proposals for residential development should, where appropriate, demonstrate that they have taken the Formby Delivery Strategy into account.</p>	<p>Para 67</p> <p>Para 70</p>	<p>67. Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:</p>

		<p>a) specific, deliverable sites for years one to five of the plan period<sup>1</sup>; and</p> <p>b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.</p> <p>Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.</p>
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		<p>scale of development and any relevant allocations<sup>2</sup>. Once the strategic policies have been adopted, these figures should not need retesting at the neighbourhood plan examination, unless there has been a significant change in circumstances that affects the requirement.</p> <p><i>Formby has historically had a lack of affordable housing. Also, the existing number of large detached dwellings and the lack of smaller homes for elderly residents to downsize to.</i></p>
<p>H6 New housing developments should provide a mix of different housing types. Schemes of 15 or more dwellings should provide Starter Homes and demonstrate provision of homes suitable for elderly people.</p> <p>Major developments comprising dwellings of uniform type and size will not be supported.</p> <p>To meet the Neighbourhood Area's need for smaller homes, as demonstrated through the plan making process, new developments of 15 or more dwellings should be based around the following mix:</p> <p>a) 1 and 2 bed properties, no less than 33% of the total;</p>	Para 59 -66	See above

<sup>2</sup> Except where a Mayoral, combined authority or high-level joint plan is being prepared as a framework for strategic policies at the individual local authority level; in which case it may be most appropriate for the local authority plans to provide the requirement figure.

<p>b) 4 or more bed properties, no more than 15% of the total.</p>		
<p>H7 To prevent harmful incursions into Formby’s very flat, low-lying landscape, development above 2.5 storeys and/or the raising of the land surface significantly above its natural level will not be supported unless it can be demonstrated that such development is appropriate in its context and that no harm to local character or residential amenity will arise.</p>	<p>Para 127</p>	<p>124. Planning policies and decisions should ensure that developments:</p> <ul style="list-style-type: none"> <li>a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</li> <li>b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;</li> <li>c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);</li> <li>d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;</li> <li>e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local</li> </ul>

		<p>facilities and transport networks; and</p> <p>create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>3</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</p>
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<p>H8 All new dwellings should provide off-road parking spaces and those of 2 bedrooms and above should provide off-road parking for at least 2 cars.</p>	<p>Para 105 - 106</p>	<p>105. If setting local parking standards for residential and non-residential development, policies should take into account:</p> <ul style="list-style-type: none"> <li>a) the accessibility of the development;</li> <li>b) the type, mix and use of development;</li> <li>c) the availability of and opportunities for public transport;</li> <li>d) local car ownership levels; and</li> <li>e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</li> </ul> <p><i>Local car ownership levels are of key importance due to the distance residents travel to reach shopping, train station and other community facilities.</i></p> <p>106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to</p>
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		improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
<p>H9 Design car parking so that it fits in with the character of the proposed development and where possible and appropriate, take opportunities to provide parking between houses, rather than in front</p> <p>The provision of off-road parking should take into account the following:</p> <p>a) garages should be large enough to be useable</p> <p>b) garages should be designed to reflect the architectural style of the house they serve</p> <p>c) set garages back from the street frontage</p> <p>d) locate parking in between houses (rather than in front) so that it does not dominate the street scene where possible</p> <p>e) where parking is located in front of houses, design the street and the landscape to minimise their visual impact e.g. incorporate planting between front gardens.</p>	Para 105 - 106	As above
<p>H10.</p> <ul style="list-style-type: none"> <li>In general terms, the density of any proposed development should maintain the prevailing character of the immediate area. Formby and Little</li> </ul>	Para 122	122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

<p>Altcar is characterised by low density housing i.e. between 25 – 30 dwellings per hectare.</p> <ul style="list-style-type: none"> <li>• Arithmetic compliance does not necessarily mean that a proposal will be acceptable as a number of criteria are used to assess the suitability of a scheme, including;</li> </ul> <p>A) size, shape and topography of site,          B) form of layout spacing between buildings building form and design          C) amenity and privacy access and parking          D) retention of trees and shrubs</p> <ul style="list-style-type: none"> <li>• The proposed density of a development and site plan should take into account drainage policies (<i>FLD1 – FLD9</i>)</li> </ul> <p>1. On sites which are sufficiently large (over 1 hectare) it may be possible to provide a range of densities without impacting on the character or amenity of existing residential areas, particularly where the site has an enclosed environment</p> <p>2. Higher densities will be favourably considered on central sites in or near the Formby Town Centre which have a range of facilities and good access to public</p>		<p>a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;</p> <p>b) local market conditions and viability;</p> <p>c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;</p> <p>d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and</p> <p>the importance of securing well-designed, attractive and healthy places.</p>
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transport. Provided this does not adversely affect the amenity of other residents.		
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<p>WS1 The provision of the following features as part of the new business park to the north of the existing industrial estate will be supported</p> <p>a) Bus stops.</p> <p>b) Strategic cycle/pedestrian path linking the development with Formby.</p> <p>c) Light controlled crossings across the bypass.</p> <p>d) Flexible mix of business uses, including starter units.</p> <p>e) Focus on the provision of B1/B2 and B8 employment uses.</p>	<p>Para 84</p>	<p>Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.</p>
	<p>Para 82</p>	<p>Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.</p>
	<p>Para 80</p>	<p>Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be</p>

	Para 104	<p>placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation<sup>4</sup>, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential</p> <p>102. Planning policies should:</p> <ul style="list-style-type: none"> <li>a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;</li> <li>b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</li> </ul>
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<sup>4</sup> The Government's Industrial Strategy sets out a vision to drive productivity improvements across the UK, identifies a number of Grand Challenges facing all nations, and sets out a delivery programme to make the UK a leader in four of these: artificial intelligence and big data; clean growth; future mobility; and catering for an ageing society. HM Government (2017) *Industrial Strategy: Building a Britain fit for the future*.

		<p>c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;</p> <p>d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);</p>
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<p>WS2 Retain existing employment land in employment use.</p> <p>Proposals for the redevelopment or change of use of redundant land or buildings in employment or service trade use to non-employment uses will only be permitted if the existing use is no longer economically viable and the site has been marketed at a reasonable price for at least a year for that and any other suitable employment or service trade uses and there is no reasonable prospect of it being brought back into use.</p>	<p>Para 20</p>	<p>20. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision<sup>5</sup> for:</p> <ul style="list-style-type: none"> <li>a) housing (including affordable housing), employment, retail, leisure and other commercial development;</li> <li>b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);</li> <li>c) community facilities (such as health, education and cultural infrastructure); and</li> <li>d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.</li> </ul>
<p>WS3 Proposals to upgrade or redevelop existing employment sites for employment uses will be supported provided that:</p>	<p>Para 83</p>	<p>83. Planning policies and decisions should enable:</p> <ul style="list-style-type: none"> <li>a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of</li> </ul>

<sup>5</sup> In line with the presumption in favour of sustainable development.

<ul style="list-style-type: none"> <li>● there would be no adverse impacts on the amenities of surrounding uses</li> <li>● the improvements maintain or enhance pedestrian and cycle access</li> <li>● the improvements maintain or enhance access to bus stops</li> <li>● there is adequate provision for employee parking where possible.</li> </ul>		<p>existing buildings and well-designed new buildings;</p> <ul style="list-style-type: none"> <li>b) the development and diversification of agricultural and other land-based rural businesses;</li> <li>c) sustainable rural tourism and leisure developments which respect the character of the countryside; and</li> <li>d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.</li> </ul>
<p>WS4 Proposals that retain and enhance the vitality and viability of the following shopping parades will be supported, where they do not have an adverse impact upon the town centre or upon residential amenity: The expansion of retail, office and business uses in the following areas will be supported, subject to taking into account local character and residential amenity:</p> <ul style="list-style-type: none"> <li>● Redgate Shops.</li> <li>● Victoria Buildings, Victoria Road.</li> <li>● Embassy Buildings, corner of Piercefield Road and Green Lane</li> <li>● Church Road, Ryeground Lane (leading to Southport Road).</li> <li>● Queens Road.</li> </ul>	<p>Para 85</p>	<p>85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:</p> <ul style="list-style-type: none"> <li>a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and</li> </ul>

<ul style="list-style-type: none"> <li>● Liverpool Road from Ravenmeols Lane to Acorn Insurance.</li> <li>● Church Road from opposite the police station.</li> <li>● Church Rd opposite the Fire Station</li> <li>● Junction with Cable Street and Old Mill Lane.</li> <li>● Formby Station shops, Duke Street</li> <li>● Freshfield Road/Victoria Road Station Shops.</li> </ul>		<p>reflects their distinctive characters;</p> <p>b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;</p> <p>c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones;</p> <p>d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;</p>
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<p>WS5 New shop fronts should reflect the principal character of the area especially in respect of the early twentieth century architecture of many of the original buildings.</p>	<p>Para 127</p>	<p>Planning policies and decisions should ensure that developments:</p> <ul style="list-style-type: none"> <li>a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</li> <li>b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;</li> <li>c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);</li> </ul>
<p>WS6 New shop fronts should not detract from local character and should respect local heritage.</p> <p>Signage should be of a design, appearance and scale to the building which it is to be displayed on and sympathetic to the immediate surroundings. It should not dominate buildings or street scenes.</p>	<p>Para 131</p> <p>Para 132</p>	<p>In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.</p> <p>The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient</p>

		and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.
GA1 The enhancement of existing, and provision of new, public rights of way, will be supported.	Para 84  Para 104	Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
GA2 Major commercial, employment and leisure proposals and residential schemes for more than 50 dwellings should be accompanied by an accessibility audit (MASA) and travel plan. All proposals for major development are required to provide a travel statement. Developments over 25 dwellings should carry out an	Para 111	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

<p>accessibility audit (MASA) and produce a travel plan.</p>		
<p>GA3 Vehicular routes should be designed to be shared safely with pedestrians and cyclists. This may include provision of segregated routes alongside vehicular carriageways to ensure streets within the new developments are designed as pleasant places to be.</p> <p>New residential streets should be designed with an equal emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles.</p> <p>Pedestrian and cycle routes should share the same network as vehicular routes. These should be designed to feel safe. Where segregated routes are unavoidable, they should be provided alongside the vehicular carriageway.</p> <p>Quieter streets should be designed to be suitable for a range of social activities, such as children’s play.</p> <p>20mph will generally be the maximum design speed that is considered appropriate for new streets within residential developments.</p>	<p>Para 110</p>	<p>applications for development should:</p> <p>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</p> <p>b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</p> <p>c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p> <p>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and</p> <p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p>

<p>CLW1 Developer contributions will be sought from all new homes towards the funding of community facilities within Formby and Little Altcar using the Community Infra Structure Levy and section 106.</p>	<p>Para 34</p>	<p>Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure. Such policies should not undermine the deliverability of the plan.</p>
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<p>ESD1 The sites set out in Table 1 and shown on map 12 are designated as local green space where new development is ruled out other than in very special circumstances.</p>	<p>Para 96 - 100</p>	<p>96. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.</p> <p>97. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <p>a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</p> <p>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</p> <p>c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.</p> <p>98. Planning policies and decisions should protect and enhance public rights of way and</p>
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		<p>access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails</p> <p>99. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.</p> <p>100. The Local Green Space designation should only be used where the green space is:</p> <ul style="list-style-type: none"> <li>a) in reasonably close proximity to the community it serves;</li> <li>b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and</li> <li>c) local in character and is not an extensive tract of land.</li> </ul>
ESD2 To achieve high quality design, development should	Para 125	125. Plans should, at the most appropriate level, set out a clear

<p>make a positive contribution to local character and proposals should demonstrate consideration of the following:</p> <ul style="list-style-type: none"> <li>a) Scale, density, height, landscape, layout, materials, access, frontages, and residential amenity.</li> <li>b) Retaining or creating good quality boundary and gateway features.</li> <li>c) Safety of movement and circulation of walkers, cyclists, vehicles and people with limited mobility/disability, both within and to/from the site.</li> <li>d) The outlook towards, within and from the development.</li> <li>e) The delivery of high quality green infrastructure including accessible open space <i>commensurable with the scale of the development and consistent with SLP E(Q)9.</i></li> </ul>	<p>Para 127</p>	<p>design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.</p> <p>127. Planning policies and decisions should ensure that developments:</p> <ul style="list-style-type: none"> <li>a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</li> <li>b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;</li> <li>c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);</li> <li>d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and</li> </ul>
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		<p>materials to create attractive, welcoming and distinctive places to live, work and visit;</p> <p>e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and</p> <p>f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</p>
ESD3 The provision of allotments within the Neighbourhood Area will be supported, subject to proposals taking into account highway safety and residential amenity.	Para 91	enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
ESD4 Renewable energy in Formby, particularly solar farms and off-shore wind turbines where these are in keeping with local character will be supported. Fracking will not be supported unless there is substantive evidence to	Para 147	When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to

demonstrate that it comprises sustainable development that the local community needs		proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.
ESD5 Where new housing development is appropriate, low energy consumption homes will be supported	<p>Para 152</p> <p>Para 150</p>	<p>Local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning.</p> <p>149. New development should be planned for in ways that:</p> <p>a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and</p> <p>b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards.</p>



<p>ESD7 Trees &amp; Landscape</p> <ul style="list-style-type: none"> <li>• New development should not result in the loss of trees or woodlands or significant landscaping during or as a result of development.</li> <li>• Trees identified in a TPO should be maintained</li> <li>• Trees lost as a result of the development at a ratio of 1:1</li> <li>• New developments should include a landscape plan commensurate with the size of the development showing all hard and soft landscaping and include management arrangements where necessary</li> <li>• Expert advice should be sought over the choice of plant species with a view to encouraging wild-life</li> <li>• Hedgerows should be preserved and enhanced with a view to achieving a soft transition between the urban area and the countryside.</li> </ul>	<p>Para 122</p> <p>Para 125</p> <p>Para 170</p> <p>Para 174 - 175</p>	<p>122.d the desirability of maintaining an area’s prevailing character and setting (including residential gardens)</p> <p>Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.</p> <p>170.b recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>174. To protect and enhance biodiversity and geodiversity, plans should:</p> <p>a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity<sup>6</sup>;</p>
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		<p>wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation<sup>7</sup>; and</p> <p>b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.</p> <p>175. When determining planning applications, local planning authorities should apply the following principles:</p> <p>a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;</p> <p>b) development on land within or outside a Site of Special Scientific Interest, and which</p>
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<sup>6</sup> Circular 06/2005 provides further guidance in respect of statutory obligations for biodiversity and geological conservation and their impact within the planning system.

<sup>7</sup> Where areas that are part of the Nature Recovery Network are identified in plans, it may be appropriate to specify the types of development that may be suitable within them.

		<p>is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;</p> <p>c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>8</sup> and a suitable compensation strategy exists; and</p> <p>development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.</p>
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<sup>8</sup> For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.

<p>FLD1: All development that impacts on flood risk should demonstrate that it does not increase flood risk within Formby or Little Altcar or neighbouring area.</p>	<p>Para 163</p>	<p>When determining any planning applications, local planning authorities should ensure that <b>flood risk is not increased elsewhere</b>. Where appropriate, applications should be supported by a site-specific flood-risk assessment<sup>9</sup>. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;</li> <li>b) the development is appropriately flood resistant and resilient;</li> <li>c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;</li> <li>d) any residual risk can be safely managed; and</li> <li>e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.</li> </ul>
<p>FLD2 A Flood Risk Assessment SHOULD DEMONSTRATE that</p>	<p>Para 157</p>	<p>All plans should apply a sequential, risk-based approach</p>

<sup>9</sup> A site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as

<p>there will be no additional flood risk or flooding to either the proposed development or elsewhere within Formby or Little Altcar or neighbouring area.</p> <p>Having regard to Formby’s susceptibility to flooding, where possible, developers Flood Risk Assessments will be expected to demonstrate that there will be a tangible, definite, measurable, improvement in flood risk and actual flooding.</p>		<p>to the location of development – taking into account the current and future impacts of climate change– so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by:</p> <ul style="list-style-type: none"> <li>a) applying the sequential test and then, if necessary, the exception test as set out below;</li> <li>b) safeguarding land from development that is required, or likely to be required, for current or future flood management;</li> <li>c) using opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques); and</li> <li>d) where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.</li> </ul>
<p>FLD 3 Where a Flood Risk Assessment (FRA) is required, it should incorporate the following:</p>	<p>Para 156</p>	<p>Strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They</p>

having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

<ul style="list-style-type: none"> <li>● identify any existing problems</li> <li>● identify the causes of those problems</li> <li>● identify what needs to be done to cure those problems, and</li> <li>● identify the likely effects of their designs on all drainage aspects, including watercourses, water table/groundwater etc.</li> </ul>		<p>should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and <b>other</b> relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.</p>
<p>FLD4 Development should not lead to a net increase in surface water run-off and should, where possible and practical, seek to slow down the speed of water discharging into the River Alt.</p>	<p>Para 160</p>	<p>The application of the exception test should be informed by a strategic or site specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. For the exception test to be passed it should be demonstrated that:</p> <ul style="list-style-type: none"> <li>a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and</li> <li>b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</li> </ul>
<p>FLD5 Development will not be permitted in flood attenuation areas where that development would reduce the ability of these areas to alleviate flooding.</p>	<p>Para 155</p>	<p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is</p>

		necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
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<p>FLD6 All developments in flood sensitive areas, including new green spaces/landscaping must not increase risk of flooding elsewhere and SHOULD be designed and constructed to reduce the overall level of flood risk when compared to the pre-development state.</p>	<p>Para 157</p>	<p>All plans should apply a sequential, risk-based approach to the location of development – taking into account the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by:</p> <ul style="list-style-type: none"> <li>applying the sequential test and then, if necessary, the exception test as set out below;</li> <li>safeguarding land from development that is required, or likely to be required, for current or future flood management;</li> <li>using opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques); and</li> <li>where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.</li> </ul>
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<p>FLD7 Development should seek to minimise the impact on the combined sewers through a reduction in water use, the incorporation of soakaways where the ground permits or the use of sustainable drainage systems (SUDS).</p>	<p>Para 165</p>	<p>Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:</p> <ul style="list-style-type: none"> <li>a) take account of advice from the lead local flood authority;</li> <li>b) have appropriate proposed minimum operational standards;</li> <li>c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and</li> <li>d) where possible, provide multifunctional benefits.</li> </ul>
<p>FLD8 No development will be supported which reduces the ability of existing drains, sewers or flood attenuation areas to alleviate flooding.</p>	<p>Para 159</p>	<p>If it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.</p>

<p>FLD9:</p> <ol style="list-style-type: none"> <li>1. Development within Formby and Little Altcar must be located in areas at lowest risk of flooding from all sources, unless the Sequential Test and where appropriate the Exceptions test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in areas with lower risk of flooding, unless it is demonstrated that there are overriding reasons why this should not take place.</li> <li>2. Development proposals must not increase flood risk from any sources within the site or elsewhere, and where possible should reduce the causes and impacts of flooding.</li> <li>3. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage.</li> <li>4. Ground floor and basement access levels of all development should be a minimum of 600mm above the 1 in 100 annual probability fluvial flood level or the 1 in 200 annual probability tidal flood level with an allowance for climate change, taking into account the presence of defences and the residual risks of failure of those defences.</li> </ol>	<p>Paras 155 - 165</p>	
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<p>5. Ground floor and basement access levels of all development should be a minimum of 300mm above the 1 in 100 annual probability surface water flood level with an allowance for climate change.</p> <p>6. In addition to the national requirements, site-specific Flood Risk Assessments will also be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment.</p> <p>7. Where reasonably practicable, development must incorporate sustainable drainage systems to manage surface water run-off within the site, so that:</p> <p>a) Surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for sites covered by buildings or impermeable hard surfaces, and for Greenfield sites do not exceed Greenfield rates</p> <p>b) Surface water discharge is targeted using a sequential approach, and proposals for the attenuated discharge of surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented:</p>		
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<p>i) Into the ground (infiltration),</p> <p>ii) Into a watercourse or surface water body</p> <p>iii) Into a surface water sewer, or</p> <p>iv) Into a combined sewer</p> <p>c) Above ground, natural drainage features rather than engineered or underground systems are used.</p> <p>8. Sustainable drainage systems must be designed to provide effective drainage for properties and their capacity must take account of the likely impacts of climate change and likely changes in impermeable area within the site over the lifetime of the development. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable.</p> <p>9. Suitable arrangements for long-term access to and operation, maintenance and management of sustainable drainage systems must be incorporated within development proposals. This includes both surface and subsurface components of sustainable drainage systems, over the</p>		
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<p>lifetime of the development.</p> <p>10. Development on an area which is an adopted Sustainable Drainage System or has a formal flood risk management function is acceptable in principle where the development proposals do not reduce the ability of the area to manage the surface water or flood risk.</p>		
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#### **4. General Conformity with the Strategic Policies of the Development Plan**

- 15 The Formby and Little Altcar Neighbourhood Plan has been prepared to ensure that it is in general conformity with the development plan for the area.
- 16 The current development plan for the area is the recently adopted Sefton Local Plan 2015-2030. The Local Plan was adopted by Sefton MBC on 20<sup>th</sup> April 2017.
- 17 As much of the production of the Neighbourhood Plan took place whilst the Sefton Local Plan was emerging (prior to adoption), the Neighbourhood Plan Steering Group was careful to have regard to the relevant strategic policies of the adopted development plan that existed at the time (the Sefton Unitary Development Plan 2006) as well as take into account the emerging policies of the Sefton Local Plan 2015-2030. Indeed, Formby Parish Council was an active participant at all stages of consultation relating to the Sefton Local Plan 2015-2030.
- 18 The table on the following pages sets out how each policy is in general conformity with the strategic policies of the Sefton Local Plan 2015-2030. The Table does not seek to provide a comprehensive list of every possible strategic Local Plan Policy that each Neighbourhood Plan Policy is in general conformity with, but simply provides examples of general conformity.

**Table 2: How the Neighbourhood Plan policies are in general conformity with the strategic policies of the Sefton Local Plan 2015-2030**

<i>NP Policy Number and Title</i>	<i>Relevant Local Plan Policy</i>	<i>Comment</i>
<p>GP1 A Spatial Plan for the Town</p> <p>Defining a settlement boundary</p> <p>The Neighbourhood Plan designates a Formby and Little Altcar Settlement Boundary, as shown on Map 11, Page 44, for the purpose of:</p> <ul style="list-style-type: none"> <li>• directing future housing, economic and community related development in the Parish, to the town of Formby and Little Altcar, to enhance its role as a resilient and sustainable community;</li> <li>• containing the spread of the Town, by promoting infilling up to its settlement boundary, the A565 (Formby Bypass)</li> <li>• This approach, taken together with the housing allocations below, provides for sustainable growth whilst avoiding the need to develop unallocated greenfield land outside the settlement boundary. Consequently, the Neighbourhood Plan ensures a sustainable pattern of development, by providing for significant growth, whilst protecting the Green Belt</li> </ul>	SD2 Principles of Sustainable Development	Supports sustainable growth by directing development to the town and protecting sensitive areas from inappropriate development.

<p>from inappropriate development, best most versatile agricultural land and the countryside around Formby and Altcar, which is, in itself, a fundamental part of the Neighbourhood Area’s attractive local character.</p> <ul style="list-style-type: none"> <li>• The Formby and Little Altcar Settlement Boundary is derived from a combination of:             <ul style="list-style-type: none"> <li>a) the existing urban area settlement boundary which is the A565</li> <li>b) the relative landscape value of land beyond the defined urban area, as extended to take into account where the adjoining landscape has been assessed as having a relative sensitivity to development</li> <li>c) the views of the local community, further to robust consultation</li> <li>d) taking full account of the Neighbourhood Plan’s aim of providing for sustainable growth.</li> </ul> </li> </ul>		
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<p>H1: Proposals for new housing must ensure that the new homes are well connected both within the site and with the wider town.</p> <p>Good connections may be achieved by providing:</p> <p>a) short, direct routes for pedestrians and cyclists connecting the new development to the rest of the town. This may include upgrading existing routes that connect to the development to make them attractive and safe for pedestrians and cyclists</p> <p>b) good access to public transport, by locating development as close as possible to existing bus routes and providing good pedestrian access to bus stops</p> <p>c) good connections within the development area itself, so a choice of connections to the wider town is provided.</p>	<p>EQ3 ACCESSIBILITY &amp; 'Ensuring Choice of Travel Supplementary Planning SPD'</p>	<p>In order to improve accessibility in Sefton, new development must adhere to the following principles:</p> <ul style="list-style-type: none"> <li>• Be located and designed to encourage walking and cycling both within, to and from the site</li> <li>• Where practical, be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations</li> <li>• Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities</li> <li>• Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met</li> <li>• Ensure existing pedestrian and cycle paths are protected and where possible enhanced</li> <li>• Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and. Have regard to the Council's parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.</li> </ul>
<p>H2: Small residential development (defined as schemes of up to and including 14 dwellings) on infill and redevelopment sites, should demonstrate the most effective use of land through high quality design that respects local character and residential amenity</p>	<p>EQ2 DESIGN</p>	<p>Development will only be permitted where:</p> <p>1. In relation to site context:</p> <p>(a) The proposal responds positively to the character, local distinctiveness and form of its surroundings. (b) In areas of lesser quality the development enhances the</p>

		character of the area rather than preserves or reproduces negative aspects of the existing environment. (c) Key views of townscape, including landmark and gateway buildings, and important landscape features are retained or enhanced.
H3: Proposals for residential development should, where appropriate, demonstrate that they have taken the Formby Delivery Strategy into account.	MN1 HOUSING AND EMPLOYMENT REQUIREMENTS	Sites Identified in MN2 HOUSING, EMPLOYMENT, AND MIXED-USE ALLOCATIONS
H4 a) Affordable housing should be provided onsite and should be fully integrated with the market housing throughout the development. Affordable housing should be visually indistinguishable from the market housing. b) Affordable housing should be of a type, size and tenure that meets the local needs in Formby and Little Altcar. c) Planning applications for residential development where there is a net gain of 25 or more homes should be accompanied by an Affordable Housing and Dwelling Mix Strategy.	HC1 AFFORDABLE AND SPECIAL NEEDS HOUSING All of Sefton outside Bootle and Netherton	7. Affordable and/or special needs dwellings shall be: a) 'tenure blind' i.e. there shall be no external visual difference between the affordable/special needs housing and market housing, and b) 'pepper-potted' i.e. there shall be a reasonable dispersal of affordable housing or special needs SEFTON LOCAL PLAN PROPOSED MODIFICATIONS CHAPTER EIGHT HOUSING AND COMMUNITIES units within residential developments (i.e. groupings of no more than six units) to promote mixed communities and minimise social exclusion. The only exception to this will be where it can be demonstrated that the special needs housing has to be grouped together for functional or management purposes.
H5: To address Formby's affordable housing needs, 30% of new dwellings on all	HC1 AFFORDABLE AND SPECIAL	For new developments of 15 dwellings or more (or for residential and other

<p>developments of 15 or more dwellings should be affordable. The provision of Starter Homes (as defined by the Government) in Formby is strongly supported</p>	<p>NEEDS HOUSING All of Sefton outside Bootle and Netherton</p>	<p>conversions involving 15 or more additional dwellings net) 30% of the total scheme (measured by bedspaces) will be provided as affordable housing. 80% of the affordable housing should be provided as social rented/affordable rented and the remaining 20% provided as intermediate housing.</p>
<p>H6: New housing developments should provide a mix of different housing types. Schemes of 15 or more dwellings should provide Starter Homes and demonstrate provision of homes suitable for elderly people</p> <p>Major developments comprising dwellings of uniform type and size will not be supported.</p> <p>To meet the Neighbourhood Area's need for smaller homes, as demonstrated through the plan making process, new developments of 15 or more dwellings should be based around the following mix:</p> <p>a) 1 and 2 bed properties, no less than 33% of the total; b) 4 or more bed properties, no more than 15% of the total.</p>	<p>HC2 HOUSING TYPE, MIX AND CHOICE</p>	<p>HC2 HOUSING TYPE, MIX AND CHOICE 1. In developments of 25 or more dwellings, the mix of new properties provided must be as follows unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics: A minimum of 25% of market dwellings must be 1 or 2 bedroom properties A minimum of 40% of market dwellings must be 3 bedroom properties These requirements do not apply to wholly apartment/flatted, extra care, and sheltered housing developments. Any new affordable dwellings are also exempt. 2. In developments of 50 or more dwellings, at least 20% of new market properties must be designed to meet Building Regulation Requirement M4(2) 'accessible and adaptable dwellings'. In addition, at least 20% of all new homes, in developments of 15 homes or more, should be designed to meet the Lifetime Homes Standards. 3.</p>

		Where housing for older people or people with special needs is provided as part of a larger scheme, this should, where appropriate, be located within the scheme in the most accessible location for local services and facilities.
H7: To prevent harmful incursions into Formby's very flat, low-lying landscape, development above 2.5 storeys and/or the raising of the land surface significantly above its natural level will not be supported unless it can be demonstrated that such development is appropriate in its context and that no harm to local character or residential amenity will arise.	EQ2 DESIGN	Development will only be permitted where: <ol style="list-style-type: none"> <li>1. In relation to site context: (a) The proposal responds positively to the character, local distinctiveness and form of its surroundings. (c) Key views of townscape, including landmark and gateway buildings, and important landscape features are retained or enhanced.</li> </ol>

<p>H8: All new dwellings should provide off-road parking spaces and those of 2 bedrooms and above should provide off-road parking for at least 2 cars.</p>	<p>SPD Sustainable Travel</p>	<p>4.2 “...for residential developments the Council will insist on an appropriate level of parking being provided, so as not to compromise highway safety.”</p> <p>4.5 Electric vehicle charging infrastructure will be required for all development requiring vehicle parking. Also, 7.6 and 7.7 apply Appendix C1:</p> <p>1 bedroom houses/ 1 bedroom flats 1 allocated space + 0.3 unallocated spaces                  2 bedroom houses / 2 bedroom flats 2 allocated space + 0.2 unallocated spaces                  3 bedroom houses / 3 bedroom flats 2 allocated space + 0.3 unallocated spaces                  4+ bedroom houses / 4+ bedroom flats 3 allocated space + 0.3 unallocated spaces                  The min. no. of spaces above will meet the needs of residents and visitors (in the unallocated spaces). For part spaces ie total unallocated spaces, these figures should be rounded up.</p>
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<p>H9: Design car parking so that it fits in with the character of the proposed development and where possible and appropriate, take opportunities to provide parking between houses, rather than in front</p> <p>The provision of off-road parking should take into account the following:</p> <ul style="list-style-type: none"> <li>a) garages should be large enough to be useable</li> <li>b) garages should be designed to reflect the architectural style of the house they serve</li> <li>c) set garages back from the street frontage</li> <li>d) locate parking in between houses (rather than in front) so that it does not dominate the street scene where possible</li> <li>e) where parking is located in front of houses, design the street and the landscape to minimise their visual impact e.g. incorporate planting between front gardens.</li> </ul>	<p>Settlement Character Plan Formby (SPG note)</p>	<p>Ensure that car parking is designed to have minimal visual impact on the street frontage.</p> <p>Respect the scale and massing of adjacent properties.</p> <p>Provide links into the historic path network, particularly where this involves new residential development.</p>
<p>H10:</p> <ul style="list-style-type: none"> <li>• In general terms, the density of any proposed development should maintain the prevailing character of the immediate area. Formby and Little Altcar is characterised by low density housing i.e. between 25 – 30 dwellings per hectare.</li> <li>• Arithmetic compliance does not necessarily mean that a proposal will be acceptable as a number of criteria are used to assess the suitability of a scheme, including; <ul style="list-style-type: none"> <li>a) size, shape and topography of site,</li> </ul> </li> </ul>	<p>EQ2 Design SPG</p>	

<p>b) form of layout spacing between buildings building form and design  c) amenity and privacy access and parking  d) retention of trees and shrubs</p> <ul style="list-style-type: none"> <li>• The proposed density of a development and site plan should take into account drainage policies (<i>FLD1 – FLD9</i>)</li> </ul> <ol style="list-style-type: none"> <li>1. On sites which are sufficiently large (over 1 hectare) it may be possible to provide a range of densities without impacting on the character or amenity of existing residential areas, particularly where the site has an enclosed environment</li> <li>2. Higher densities will be favourably considered on central sites in or near the Formby Town Centre which have a range of facilities and good access to public transport. Provided this does not adversely affect the amenity of other residents.</li> </ol>		
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<p>WS1: The provision of the following features as part of the new business park to the north of the existing industrial estate will be supported</p> <ul style="list-style-type: none"> <li>a) Bus stops.</li> <li>b) Strategic cycle/pedestrian path linking the development with Formby.</li> <li>c) Light controlled crossings across the bypass.</li> <li>d) Flexible mix of business uses, including starter units.</li> <li>e) Focus on the provision of B1/B2 and B8 employment uses</li> </ul>	<p>MN4 LAND NORTH OF FORMBY INDUSTRIAL ESTATE</p>	<p>1. Land north of Formby Industrial Estate is allocated as a 'Strategic Employment Location' (as shown on the Policies Map) subject to the following requirements: a) The site will be developed for the uses specified in Policy MN2. Subject to a full financial appraisal, the development of a limited number of other uses on part of the site may be acceptable where they are necessary to cross subsidise the delivery of office and light industrial (B1), general industrial (B2) and storage and distribution (B8) uses. b) Replacement habitat, including for water voles, will be provided before development commences; c) The site will be accessed by means of a dedicated signal controlled junction off the Formby Bypass; 49 SEFTON LOCAL PLAN PROPOSED MODIFICATIONS CHAPTER SIX MEETING SEFTON'S NEEDS d) Improved connections will be provided to the wider highway network, including enhanced provision for walking, cycling and public transport; e) Flood risk will be managed effectively and appropriately within the site, including through the use of flood storage areas and sustainable drainage systems; and f) A landscaping framework will be provided including replacement water vole habitat, appropriate</p>
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		<p>tree planting, and a buffer alongside Downholland Brook. 2. These requirements will be achieved through the use of planning conditions, Section 106 and other legal agreements.</p>
<p>WS2: Retain existing employment land in employment use.</p> <p>Proposals for the redevelopment or change of use of redundant land or buildings in employment or service trade use to non employment uses will only be permitted if the existing use is no longer economically viable and the site has been marketed at a reasonable price for at least a year for that and any other suitable employment or service trade uses and there is no reasonable prospect of it being brought back into use.</p>	<p>ED3 EXISTING EMPLOYMENT AREAS</p>	<p>1. The Existing Employment Areas as shown on the Policies Map are suitable for the following uses: • Office and light industrial (class B1) • General Industrial (class B2) • Storage and distribution (class B8)</p> <p>2. Other uses will only be permitted where they: • They are small scale or ancillary to the above uses, and would not prejudice the operation of Class B1, B2, or B8 uses within the Existing Employment Area, or • The land/premises are currently vacant and have been continuously and actively marketed for B1, B2 or B8 uses for at least 12 months (starting from the date the site became vacant) at a reasonable market rate (i.e. rent or capital values) and it has been demonstrated in a formal marketing report that there is no reasonable prospect of the site being used for employment use,</p>
<p>WS3: Proposals to upgrade or redevelop existing employment sites for employment uses will be supported, provided that:</p> <ul style="list-style-type: none"> <li>• there would be no adverse impacts on the amenities of surrounding uses</li> </ul>	<p>ED3 EXISTING EMPLOYMENT AREAS EQ3 ACCESSIBILITY</p>	<p>ED3 EXISTING EMPLOYMENT AREAS EQ3 ACCESSIBILITY In order to improve accessibility in Sefton, new development must adhere to the following principles: • Be located and designed to encourage</p>

<ul style="list-style-type: none"> <li>● the improvements maintain or enhance pedestrian and cycle access</li> <li>● the improvements maintain or enhance access to bus stops</li> <li>● there is adequate provision for employee parking where possible.</li> </ul>		<p>walking and cycling both within, to and from the site</p> <ul style="list-style-type: none"> <li>● Where practical, be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations</li> <li>● Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities</li> <li>● Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met</li> </ul> <p>Consider the needs of all residents and users of services and buildings, including those with limited mobility</p> <ul style="list-style-type: none"> <li>● Ensure existing pedestrian and cycle paths are protected and where possible enhanced</li> <li>● Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and</li> <li>● Consider the safety of pedestrians, cyclists and all road users, and</li> <li>● Comply with the Council’s parking standards. Have regard to the Council’s parking standards and the recommendations of any submitted Transport mobility are met</li> </ul> <p>Consider the needs of all residents and users of services and buildings, including those with limited mobility</p> <ul style="list-style-type: none"> <li>● Ensure existing pedestrian and cycle paths are protected and where possible enhanced</li> <li>● Ensure the safety of pedestrians, cyclists and all road users is</li> </ul>
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		<p>not adversely affected, and • Consider the safety of pedestrians, cyclists and all road users, and • Comply with the Council’s parking standards. Have regard to the Council’s parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.</p>
<p>WS4: Proposals that retain and enhance the vitality and viability of the following shopping parades will be supported, where they do not have an adverse impact upon the town centre or upon residential amenity: The expansion of retail, office and business uses in the following areas will be supported, subject to taking into account local character and residential amenity:</p> <ul style="list-style-type: none"> <li>● Redgate Shops.</li> <li>● Victoria Buildings, Victoria Road</li> <li>● Embassy Buildings, corner of Piercefield Road and Green Lane</li> <li>● Church Road, Ryeground Lane (leading to Southport Road).</li> <li>● Queens Road.</li> <li>● Liverpool Road from Ravenmeols Lane to Acorn Insurance.</li> <li>● Church Road from opposite the police station.</li> <li>● Church Rd opposite the Fire Station</li> <li>● Junction with Cable Street and Old Mill Lane.</li> </ul>	EQ2 DESIGN	<p>Development will only be permitted where:</p> <ol style="list-style-type: none"> <li>1. In relation to site context: <ol style="list-style-type: none"> <li>(a) The proposal responds positively to the character, local distinctiveness and form of its surroundings.</li> </ol> </li> <li>2. In relation to site design, layout and access: The arrangement of buildings, structures and spaces within the site, including density and layout, and the alignment and orientation of buildings, relates positively to the character and form of the surroundings, achieves a high quality of design and meets all of the following criteria: (a) Ensures safe and easy movement into, out of, and within the site for everyone, including pedestrians, cyclists and those with limited mobility (b) Integrates well with existing street patterns (c) Protects the amenity of those within and adjacent to the site (d) Ensures the safety and security of those within and outside the</li> </ol>

<ul style="list-style-type: none"> <li>● Formby Station shops, Duke Street</li> <li>● Freshfield Road/Victoria Road Station Shops.</li> </ul>		<p>development through natural surveillance and the creation of active frontages (e) Creates well-connected attractive outdoor areas which fulfil their purpose well</p>
<p>WS5: New shop fronts should reflect the principal character of the area especially in respect of the early twentieth century architecture of many of the original buildings</p>	EQ2 DESIGN	<p>Development will only be permitted where:</p> <p>1. In relation to site context: (a) The proposal responds positively to the character, local distinctiveness and form of its surroundings</p>
<p>WS6 New shop fronts should not detract from local character and should respect local heritage.</p> <p>Signage should be of a design, appearance and scale to the building which it is to be displayed on and sympathetic to the immediate surroundings. It should not dominate buildings or street scenes.</p>	EQ2 DESIGN	<p>Development will only be permitted where:</p> <p>1. In relation to site context: (a) The proposal responds positively to the character, local distinctiveness and form of its surroundings. (c) Key views of townscape, including landmark and gateway buildings, and important landscape features are retained or enhanced.</p>
<p>GA1: The enhancement of existing, and provision of new, public rights of way, will be supported</p>	EQ9 PROVISION OF PUBLIC OPEN SPACE, STRATEGIC PATHS AND TREES IN DEVELOPMENT	<p>EQ9 PROVISION OF PUBLIC OPEN SPACE, STRATEGIC PATHS AND TREES IN DEVELOPMENT</p> <p>Sefton's green network of paths and cycleways</p> <p>4. Development with the potential to adversely affect the establishment or retention of a public right of way, or Strategic Path as shown on the Policies Map, will not be permitted unless sufficient mitigation is provided to ensure that existing access is maintained,</p>

		<p>and where possible enhanced, or where an acceptable alternative path is provided.</p> <p>5. Links to, or extensions of existing public rights of way, strategic paths or cycleways <b>will be required</b> where they improve the accessibility of an existing community or a development site.</p>
<p>GA2: Major commercial, employment and leisure proposals and residential schemes for more than 50 dwellings should be accompanied by an accessibility audit (MASA) and travel plan. All proposals for major development are required to provide a travel statement. Developments over 25 dwellings should carry out an accessibility audit (MASA) and produce a travel plan.</p>	<p>EQ3 ACCESSIBILITY &amp; 'Ensuring Choice of Travel Supplementary Planning SPD'</p>	<p>EQ3 ACCESSIBILITY In order to improve accessibility in Sefton, new development must adhere to the following principles:</p> <ul style="list-style-type: none"> <li>• Be located and designed to encourage walking and cycling both within, to and from the site</li> <li>• Where practical, be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations</li> <li>• Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities</li> <li>• Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met</li> </ul> <p>Consider the needs of all residents and users of services and buildings, including those with limited mobility</p> <ul style="list-style-type: none"> <li>• Ensure existing pedestrian and cycle paths are protected and where possible enhanced</li> <li>• Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and</li> <li>• Consider the safety of pedestrians, cyclists and all</li> </ul>

		road users, and • Comply with the Council’s parking standards. Have regard to the Council’s parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.
<p>GA3: Vehicular routes should be designed to be shared safely with pedestrians and cyclists. This may include provision of segregated routes alongside vehicular carriageways to ensure streets within the new developments are designed as pleasant places to be.</p> <p>New residential streets should be designed with an equal emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles.</p> <p>Pedestrian and cycle routes should share the same network as vehicular routes. These should be designed to feel safe. Where segregated routes are unavoidable, they should be provided alongside the vehicular carriageway.</p> <p>Quieter streets should be designed to be suitable for a range of social activities, such as children’s play.</p> <p>20mph will generally be the maximum design speed that is considered appropriate for new streets within residential developments.</p>	<p>EQ3 ACCESSIBILITY &amp; ‘Ensuring Choice of Travel Supplementary Planning SPD’</p>	<p>EQ3 ACCESSIBILITY &amp; ‘Ensuring Choice of Travel Supplementary Planning SPD’</p> <p>In order to improve accessibility in Sefton, new development must adhere to the following principles: • Be located and designed to encourage walking and cycling both within, to and from the site • Where practical, be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations • Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities • Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met Consider the needs of all residents and users of services and buildings, including those with limited mobility • Ensure existing pedestrian and cycle paths are protected and where possible enhanced • Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and • Consider the safety of</p>

		<p>pedestrians, cyclists and all road users, and • Comply with the Council’s parking standards. Have regard to the Council’s parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.</p>
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CLW1: Developer contributions will be sought from all new homes towards the funding of community facilities within Formby and Little Altcar using the Community Infra Structure Levy and section 106.		Appendix 1 where appropriate
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<p>ESD1: The sites set out in Table 1 and shown on map 12 are designated as local green space where new development is ruled out other than in very special circumstances.</p>	<p>NH5 PROTECTION OF OPEN SPACE AND COUNTRYSIDE RECREATION AREAS</p> <p>EQ1 PLANNING FOR A HEALTHY SEFTON</p>	<p>NH5 PROTECTION OF OPEN SPACE AND COUNTRYSIDE RECREATION AREAS</p> <ol style="list-style-type: none"> <li>1. The following types of development are acceptable in principle on open space: a) Environmental improvements which enhance the site's environmental quality or green infrastructure benefits, including built facilities necessary for the use of the site b) Other development proposals, where: <ul style="list-style-type: none"> <li>• An assessment has been undertaken which has clearly shown the public open space or outdoor sports facilities to be surplus to Sefton's standards requirements,</li> <li>or</li> <li>• The loss of public open space or outdoor sports facilities resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or</li> <li>• The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</li> </ul> </li> <li>2. Development in Countryside Recreation Areas should protect and enhance their informal recreation use, subject to other Plan policies.</li> </ol>
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		<p>Countryside Recreation Areas and Open Space in the urban area are shown on the Policies Map.</p> <p>EQ1 PLANNING FOR A HEALTHY SEFTON</p> <p>Encouraging people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport</p>
<p>ESD2: To achieve high quality design, development should make a positive contribution to local character and proposals should demonstrate consideration of the following:</p> <p>a) Scale, density, height, landscape, layout, materials, access, frontages, and residential amenity.</p> <p>b) Retaining or creating good quality boundary and gateway features.</p> <p>c) Safety of movement and circulation of walkers, cyclists, vehicles and people with limited mobility/disability, both within and to/from the site.</p> <p>d) The outlook towards, within and from the development.</p> <p>e) The delivery of high quality green infrastructure including accessible open space <i>commensurable with the scale of the development and consistent with SLP E(Q)9.</i></p>	<p>EQ2 DESIGN</p> <p>SLP E(Q)9</p>	<p>EQ2 DESIGN</p> <p>Development will only be permitted where:</p> <p>1. In relation to site context:</p> <p>(a) The proposal responds positively to the character, local distinctiveness and form of its surroundings. (c) Key views of townscape, including landmark and gateway buildings, and important landscape features are retained or enhanced.</p> <p>EQ9 PROVISION OF PUBLIC OPEN SPACE, STRATEGIC PATHS AND TREES IN DEVELOPMENT</p> <p>Public open space 1. Proposals for 50 or more new-build homes, or which are part of a phased development for a site of 50 or more new homes, must provide appropriate high quality new public open space.</p> <p>1. Appropriate high quality new public open space of at least 40 square metres per new-build home must be</p>

		<p>provided for the following developments:</p> <ul style="list-style-type: none"> <li>• Proposals for 150 or more new-build homes</li> <li>• Proposals for 11 to 149 new-build homes on sites which are more than 2 kilometres from a main park or Countryside Recreation Area 1.A</li> </ul> <p>This new public open space must be provided within the site unless it can be demonstrated that enhancement of off-site open space is more appropriate, in terms of:</p> <ol style="list-style-type: none"> <li>a) The type and density of housing development and site size, or</li> <li>b) Proximity to existing main, neighbourhood and community parks, or</li> <li>c) Other site-specific factors.</li> </ol> <p>2. New public open space (including outdoors sports facilities) created during the Plan period will be accorded the policy protection set out in policy NH5 'Protection of open space and Countryside Recreation Areas', even where it is not shown on the Policies Map.</p> <p>3. Development proposals which includes new public open space must incorporate suitable arrangements for long-term management and, maintenance of, and public access to, the new open space.</p>
<p>ESD3: The provision of allotments within the Neighbourhood Area will be supported, subject to proposals taking into account highway safety and residential amenity.</p>	<p>EQ1 PLANNING FOR A HEALTHY SEFTON</p>	<p>EQ1 PLANNING FOR A HEALTHY SEFTON</p> <p>Development should help maximise opportunities to improve quality of life to make it easier for people in</p>

		<p>Sefton to lead healthy, active lifestyles, by:</p> <p>Encouraging people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport</p>
<p>ESD4: Renewable energy in Formby, particularly solar farms and off-shore wind turbines where these are in keeping with local character will be supported. Fracking will not be supported unless there is substantive evidence to demonstrate that it comprises sustainable development that the local community needs.</p>	NH8 MINERALS	<p>NH8 MINERALS 1. To minimise the need for minerals extraction, the use of recycled, secondary and substitute materials will be encouraged</p> <p>3. Proposals for the exploration, extraction, storage, processing and distribution of minerals will be permitted if all of the following criteria are met: • Adverse impacts relating to any criteria set out in Section 4 of this policy can be avoided or appropriately mitigated • The developer must demonstrate the proposed location for the development is suitable, taking into account factors such as environmental, geological and technical issues • Restoration and aftercare of sites will be implemented at the earliest opportunity and to an agreed timescale, to a standard and manner consistent with the agreed end use and the context of its surrounding area including its character, setting and landscape.</p> <p>4. Planning and environmental criteria to be taken into account when considering planning applications for minerals</p>

		<p>development are as follows:</p> <ul style="list-style-type: none"> <li>• Amenity (e.g. dust, noise and vibration)</li> <li>• Air and water quality</li> <li>• Lighting</li> <li>• Visual intrusion into local setting and landscape</li> <li>• Landscape character</li> <li>• Traffic, including air and rail, and access</li> <li>• Risk of contamination to land</li> <li>• Soil resources and the impact on best and most versatile agricultural land</li> <li>• Flood risk and drainage</li> <li>• Land stability</li> <li>• Ecology, including habitats, species and designated sites and particularly the internationally important nature sites</li> <li>• Heritage assets and their setting</li> </ul> <p>5. In determining shale gas applications Sefton will seek the highest levels of environmental, health and social protection and benefit consistent with prevailing national policy and regulation, including that relating to Environmental Impact Assessment and Habitats Regulations Assessment. Compliance with industry best practice standards as defined by United Kingdom Onshore Oil and Gas (UKOOG) will also be expected.</p>
<p>ESD5: Where new housing development is appropriate, low energy consumption homes will be supported.</p>	<p><b>EQ7 ENERGY EFFICIENT AND LOW CARBON DESIGN</b></p>	<p><b>EQ7 ENERGY EFFICIENT AND LOW CARBON DESIGN</b> Major development should incorporate measures to reduce greenhouse gas emissions where practicable, through one or more of the following: a) Making the most of natural solar gain</p>

		through site and building layout and design b) Energy efficiency measures, including for existing buildings c) Use of low carbon, decentralised and renewable energy d) Provision of infrastructure for low emissions vehicles.
<p>ESD6: New developments must be committed to the delivery and maintenance of high quality green infrastructure including accessible open space commensurable with the scale of the development and consistent with SLP E(Q)9. Smaller developments as defined by SLP E(Q)9 should provide appropriate mitigation. Developers should refer to the SPD open spaces.</p> <p>The Neighbourhood Plan acknowledges the need to mitigate for any impacts of additional recreational pressure from residents of new homes on the integrity of internationally important nature sites especially those on the Sefton coast by redirecting recreation away from these fragile sensitive areas. (SPD open spaces and SLP NH2).</p>	<p>SLP E(Q)9</p> <p>SPD Open Spaces</p> <p>SLP NH2</p>	<p>E(Q)9</p> <p>10.66 Part 1A of the policy recognises that there may be some circumstances where on-site provision of new public open space may not be appropriate. The type, (e.g. family homes, flats) and size (number of bedrooms) of new homes may be relevant. It is also recognised that with higher density housing schemes, on-site provision of new open space may prejudice the delivery of an otherwise acceptable scheme. There may be situations where the Council and developer agree that the site is too small to accommodate appropriate public open space, especially for smaller sites in accessibility deficiency areas. There will also be situations where development sites are close to existing public parks and other open space, for example next to a main park, within 1 kilometre of a neighbourhood park or within 400 metres of a community park, as set out in the Open Space and Recreation Study 2015.</p>

		<p>10.67 In these circumstances it may be more appropriate for these existing parks to be enhanced. Even where a site of more than 10 homes is within an accessibility deficiency area, as set out in the Open Space and Recreation Study 2015 , site-specific factors may mean it is more appropriate to enhance existing open space or its accessibility from the site. This will be secured through Section 106 planning obligations where these meet the tests set out in Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 [as amended] and paragraph 204 of the Framework, other legal agreements, or other appropriate delivery mechanisms.</p> <p>10.68 It is recognised that some housing developments (particularly developments of less than 150 dwellings) may not provide site-specific solutions to offset the impact of recreational pressure on the internationally important nature sites on the Sefton Coast. However, Sefton Council’s management of its parks and playing field assets generally encourages use of sites away from the Coast. The Council’s management of its Countryside Recreation Area assets, its role within the Sefton Coast Landscape Partnership and the</p>
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		<p>management activities of other partners, continue to manage access to, and visitor pressure on, coastal sites. Policy EQ9 and notably the retention, provision and enhancement of public open space with good access to housing development sites in Sefton - in most cases away from the Sefton Coast - also makes an important contribution to managing recreation pressure on the internationally important nature sites on the Sefton Coast. This is important in helping Sefton to meet its commitments under the Conservation of Habitats and Species Regulations 2010 as amended.</p>
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<p>ESD7: Trees &amp; Landscape</p> <ul style="list-style-type: none"> <li>• New development should not result in the loss of trees or woodlands or significant landscaping during or as a result of development.</li> <li>• Trees identified in a TPO should be maintained</li> <li>• Trees lost as a result of the development at a ratio of 1:1</li> <li>• New developments should include a landscape plan commensurate with the size of the development showing all hard and soft landscaping and include management arrangements where necessary</li> <li>• Expert advice should be sought over the choice of plant species with a view to encouraging wild-life</li> <li>• Hedgerows should be preserved and enhanced with a view to achieving a soft transition between the urban area and the countryside.</li> </ul>	<p>EQ9 -provision of public open space, strategic paths and trees in development.</p> <p>(The Open Space SPD states that part 6 on trees and landscaping will be covered in a future design SPD.)</p>	
<p>FLD1: All development that impacts on flood risk should demonstrate that it does not increase flood risk within Formby or Little Altcar or neighbouring area.</p>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>EQ8 MANAGING FLOOD RISK AND SURFACE WATER Flood risk generally 1. Development must be located in areas at lowest risk of flooding from all sources, unless the Sequential test and where appropriate the Exceptions test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in</p>

	<p>areas with lower risk of flooding, unless it is demonstrated that there are overriding reasons why this should not take place in accordance with national policy. Within the site, buildings must be located in the areas at lowest risk of flooding. 2. Development proposals must not increase flood risk from any sources within the site or elsewhere, and where possible should reduce the causes and impacts of flooding flood risk. 2A. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage. 2B. Ground floor and basement access levels of all development should be a minimum of 600mm above the 1 in 100 annual probability fluvial flood level or the 1 in 200 annual probability tidal flood level with an allowance for climate change, taking into account the presence of defences and the residual risks of failure of those defences. 2C. Ground floor and basement access levels of all development should be a minimum of 300mm above the 1 in 100 annual probability surface water flood level with an allowance for climate change. Surface water management 3. In addition to the national requirements, site-specific Flood Risk Assessments will also be</p>
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		<p>required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment. Site-specific Flood Risk Assessments will be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment. 4. Where reasonably practicable, development must incorporate sustainable drainage systems to manage surface water flooding run-off within the site, so that: a) Surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for sites covered by buildings or impermeable hard surfaces, and for greenfield sites do not exceed greenfield rates. b) Surface water discharge is targeted using a sequential approach, and proposals to for the attenuated discharge of surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented: i. Into the ground (infiltration) ii. Into a watercourse or surface water body, iii. Into a surface water sewer, or iv. Into a combined sewer. c) Above ground, natural drainage features rather than engineered or underground systems are</p>
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		<p>used. 5. Sustainable drainage systems must be designed to provide effective drainage for properties and their capacity must take account of the likely impacts of climate change and likely changes in impermeable area within the site over the lifetime of the development. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable. 5A. Suitable arrangements for long-term access to and operation, maintenance and management of sustainable drainage systems must be incorporated within development proposals. This includes both surface and subsurface components of sustainable drainage systems, over the lifetime of the development. 6. Development on an area which is an adopted Sustainable Drainage System or has a formal flood risk management function is acceptable in principle where the development proposals do not reduce the ability of the area to manage the surface water or flood risk.</p>
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<p>FLD2: A Flood Risk Assessment SHOULD DEMONSTRATE that there will be no additional flood risk or flooding to either the proposed development or elsewhere within Formby or Little Altcar or neighbouring area</p> <p>Having regard to Formby's susceptibility to flooding, where possible, developers Flood Risk Assessments will be expected to demonstrate that there will be a tangible, definite, measurable, improvement in flood risk and actual flooding.</p>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>As above</p>
<p>FLD3: Where a Flood Risk Assessment (FRA) is required, it should incorporate the following:</p> <ul style="list-style-type: none"> <li>● identify any existing problems</li> <li>● identify the causes of those problems</li> <li>● identify what needs to be done to cure those problems, and</li> <li>● identify the likely effects of their designs on all drainage aspects, including watercourses, water table/groundwater etc.</li> </ul>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>As above</p>
<p>FLD4: Development should not lead to a net increase in surface water run-off and should, where possible and practical, seek to slow down the speed of water discharging into the River Alt.</p>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>As above</p>
<p>FLD5: Development will not be permitted in flood attenuation</p>	<p>EQ8</p>	<p>As above</p>

<p>areas where that development would reduce the ability of these areas to alleviate flooding.</p>	<p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	
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<p>FLD6: All developments in flood sensitive areas, including new green spaces/landscaping must not increase risk of flooding elsewhere and SHOULD be designed and constructed to reduce the overall level of flood risk when compared to the pre-development state.</p>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>As above</p>
<p>FLD7: Development should seek to minimise the impact on the combined sewers through a reduction in water use, the incorporation of soakaways where the ground permits or the use of sustainable drainage systems (SUDS).</p>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>As above</p>
<p>FLD8: No development will be supported which reduces the ability of existing drains, sewers or flood attenuation areas to alleviate flooding.</p>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>As above</p>

<p>FLD9:</p> <ol style="list-style-type: none"> <li>1. Development within Formby and Little Altcar must be located in areas at lowest risk of flooding from all sources, unless the Sequential Test and where appropriate the Exceptions test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in areas with lower risk of flooding, unless it is demonstrated that there are overriding reasons why this should not take place.</li> <li>2. Development proposals must not increase flood risk from any sources within the site or elsewhere, and where possible should reduce the causes and impacts of flooding.</li> <li>3. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage.</li> <li>4. Ground floor and basement access levels of all development should be a minimum of 600mm above the 1 in 100 annual probability fluvial flood level or the 1 in 200 annual probability tidal flood level with an allowance for climate change, taking into account the presence of defences and the residual risks of failure of those defences.</li> <li>5. Ground floor and basement access levels of all development should be a minimum of 300mm above</li> </ol>	<p>EQ8</p> <p>Sefton Surface Water Management Plan 2011</p> <p>Strategic Flood Risk Assessment (2013)</p>	<p>This policy FLD9 is the same policy as in the Sefton Local Plan under EQ8.. The reasons we have put this into the NDP is that over the past few years it has become apparent through the planning department and committee that there is a failure to follow their own policies in the Local Plan and when questioned we are told that they are only for guidance. Flooding is a real concern for the residents of Formby and Little Altcar and the biggest priority when development takes, we have adapted the policy so that it refers to Formby and Little Altcar to ensure that we can include this in our NDP.</p> <p>We think that this is a very good policy and we want to ensure that it is adopted for Formby and adhered to.</p>
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<p>the 1 in 100 annual probability surface water flood level with an allowance for climate change.</p> <p>6. In addition to the national requirements, site-specific Flood Risk Assessments will also be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment.</p> <p>7. Where reasonably practicable, development must incorporate sustainable drainage systems to manage surface water run-off within the site, so that:</p> <p>a) Surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for sites covered by buildings or impermeable hard surfaces, and for Greenfield sites do not exceed Greenfield rates</p> <p>b) Surface water discharge is targeted using a sequential approach, and proposals for the attenuated discharge of surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented:</p> <p>i) Into the ground (infiltration),</p> <p>ii) Into a watercourse or surface water body</p> <p>iii) Into a surface water sewer, or</p> <p>iv) Into a combined sewer</p>		
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<p>c) Above ground, natural drainage features rather than engineered or underground systems are used.</p> <p>8. Sustainable drainage systems must be designed to provide effective drainage for properties and their capacity must take account of the likely impacts of climate change and likely changes in impermeable area within the site over the lifetime of the development. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable.</p> <p>9. Suitable arrangements for long-term access to and operation, maintenance and management of sustainable drainage systems must be incorporated within development proposals. This includes both surface and subsurface components of sustainable drainage systems, over the lifetime of the development.</p> <p>10. Development on an area which is an adopted Sustainable Drainage System or has a formal flood risk management function is acceptable in principle where the development proposals do not reduce the ability of the area to manage the surface water or flood risk.</p>		
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## **5. Contribution to the Achievement of Sustainable Development**

- 19 A Neighbourhood plan must take into account the need to contribute to the achievement of sustainable development. This involves working to address the three strands of sustainability: economic, social and environmental.
- 20 The Formby and Little Altcar Neighbourhood Plan encourages sustainable growth, echoing the aims of the NPPF to provide for economic, social and environmental progression for future generations.
- 21 The Neighbourhood Plan contributes to the achievement of **economic** sustainability by supporting and providing for housing, retail and employment development (example Policies, H2, H4, H6, WS1, WS3, WS4).
- 22 The Neighbourhood Plan contributes to the achievement of **social** sustainability by supporting the provision of a range of housing types and tenures, promoting new public rights of way, promoting the village centre, by promoting good design, by promoting new community facilities for sport and leisure, by promoting the provision of allotments and by protecting green spaces that are especially important to the local community (example Policies H4, H6, WS4, GA1, GA2, GA4, CLW1, ESD1, ESD3).
- 23 The Neighbourhood Plan contributes to the achievement of **environmental** sustainability by protecting local character, promoting renewables, providing for flood protection and by focusing development within the settlement boundary, thus protecting the most environmentally sensitive parts of the Neighbourhood Area from inappropriate development (example Policies GP1, ESD6, ESD7, FLD1, FLD2).
- 24 As set out later in this Basic Conditions Statement, Sefton MBC considered that a Strategic Environmental Assessment (SEA) was not required because the Neighbourhood Plan is not likely to result in any significant impacts upon the environment.

## 6. Compatibility with EU Obligations and Legislation

7. The Neighbourhood Plan has regard to fundamental rights and freedoms guaranteed under the ECHR and complies with the Human Rights Act 1998.
8. Formby Parish Council submitted a formal screening request to Sefton MBC in respect of the need, or otherwise, for a Strategic Environmental Assessment (SEA) and a Habitats Regulation Assessment (HRA) of the Neighbourhood Plan. Further to this, Sefton MBC undertook and published a Screening Report and Screening Determination in January 2017.
9. The Screening Report and Screening Determination concluded that the:  
  
*“Neighbourhood Plan does not require a Strategic Environmental Assessment.”*
10. The statutory bodies, Natural England, English Heritage and the Environment Agency were consulted on the Screening Report and Screening Determination. None of the statutory bodies dissented from the conclusion reached by Sefton MBC. Natural England and English Heritage agreed that a Strategic Environmental Assessment was not required and the Environment Agency stated that it had no comments to make.
11. The Neighbourhood Plan does not breach and is compatible with EU obligations and human rights legislation.

## **7. Conclusion**

8. The Basic Conditions as set out in Schedule 4B to the Town and Country Planning Act 1990 are met by the Formby and Little Altcar Neighbourhood Plan.
9. Taking this into account, it is the consideration of Formby Parish Council, as the qualifying body, that the Formby and Little Altcar Neighbourhood Plan complies with Paragraph 8(1)(a) of Schedule 4B of the Act.