SUBMISSION DRAFT

LIVERPOOL

CORE STRATEGY

2012

SUSTAINABILITY APPRAISAL

Main Report
Translation available on request

Braille, audio tape & large print available on request
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1. **Introduction and Background**

1.1 The Core Strategy forms part of the Liverpool Local Development Framework – a suite of documents which make up the statutory planning framework for the City. The Core Strategy is the primary development plan document, and deals with matters at the strategic level only. Its main purpose is to identify broad locations for delivering housing and employment land to meet Liverpool's objectives for sustainable regeneration and growth, together with the associated retail, leisure, community, and essential public services and transport provision. It will also address environmental protection issues to ensure the City's built and natural assets are safeguarded and contribute to the City’s regeneration. The Liverpool Core Strategy looks ahead to at least 2028.

1.2 The Core Strategy Submission Draft carries forward and builds on consultation with residents, businesses and key stakeholders:

   - Issues and Options stage, undertaken throughout 2006/7,
   - Your City, Your Neighbourhood, Your Say events in 2007,
   - Preferred Options stage undertaken in early 2008,
   - Revised Preferred Options consultation in February and March 2010.

1.3 This Sustainability Appraisal considers the potential sustainability impacts of the implementation of the Strategic Policies within the Core Strategy by using a Sustainability Appraisal Framework. The Framework is made up of objectives, indicators and targets across a range of social, environmental and economic factors, and sets out the current sustainability baseline to compare the current situation with the potential effects of the options if implemented. Consultation on the scope of the Sustainability Appraisal Framework took place in 2005.

1.4 Throughout all stages of the Core Strategy development, the Sustainability Appraisals have been carried out with the help of an SA Panel. The role of the Panel has been to comment on the sustainability appraisal work undertaken by officers and to offer advice on the methodology and content of the appraisal.

1.5 Once completed, the Core Strategy, in conjunction with further development plan documents in the Local Development Framework (LDF), will eventually replace the Liverpool Unitary Development Plan (UDP), which was adopted in November 2002.
Relationship with other plans, policies or programmes

1.6 The Core Strategy takes into account a wide range of policies and guidance produced nationally, regionally, sub-regionally and locally. Consistency with national planning policy as set out in the Planning Policy Statements (PPS) issued by Government is essential. Consideration has also been given to the consultation draft National Planning Policy Framework which is intended to replace all the existing PPSs and other guidance.

1.7 At the local level the Core Strategy also sits alongside other strategies that the City Council and its partners have prepared, or are preparing, which influence the nature of Liverpool and the places within it and how they function. In particular, the Liverpool Core Strategy provides a spatial expression of “Liverpool 2024 - A Thriving International City” (the City's Sustainable Community Strategy) and the Merseyside Local Transport Plan, together with other key strategies in the City, such as those for education, health and social inclusion where these are consistent with national and regional policies.

1.8 A full list of plans, policies and programmes which were taken into account in developing the plan can be found in the Sustainability Appraisal Report at Table 4.1 and Appendix 2.
2. **Sustainability Appraisal**

2.1 The purpose of this Sustainability Appraisal (SA) is to ensure sustainable development is integrated into the Core Strategy, considering the social, economic and environmental protection objectives for Liverpool, and the interaction between these objectives. The appraisal focuses on the potential significant sustainability effects of the plan.

**Integration of SEA into Sustainability Appraisal**

2.2 In June 2004, the Strategic Environmental Assessment (SEA) Regulations came into force, transposing the EU Directive 2001/42/EC on Environmental Assessment of Plans and Programmes into UK law.

**Compliance with the SEA Directive**

*Article 5.1 to the SEA Directive states that:*

> “an Environmental Report should be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated."

*Annex 1 states that the Environmental Report should include “an outline of the reasons for selecting the alternatives dealt with”.*

2.3 The preparation of Local Development Frameworks must integrate the requirements of SEA within Sustainability Appraisals, which, along with a consideration of the potential impacts of a proposed plan, policy or programme on the environment, also seek to examine its potential social and economic effects, and the inter-relationship between these factors.

**Compliance with the SEA Directive**

*In order to comply with the SEA Directive, and to aid the reader, this Sustainability Appraisal Report clearly indicates the sections where information is required by the SEA Directive by highlighting the relevant sections using a box.*
2.4 The Sustainability Appraisal Report is required to ‘signpost’ where it provides information required by the SEA Directive. This information is contained in Table 2.1 below, and also by highlighting sections throughout the report using a box (as above).

Table 2.1 Requirements of the SEA Directive

<table>
<thead>
<tr>
<th>SEA Directive requirement (the ‘environmental report’ must include...)</th>
<th>Where can this be found?</th>
</tr>
</thead>
<tbody>
<tr>
<td>The plan’s objectives and the content of the plan</td>
<td>SA - Sections 1 &amp; 4</td>
</tr>
<tr>
<td>“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes” (Annex I(a))</td>
<td></td>
</tr>
<tr>
<td>The SA methodology, including in relation to consultation</td>
<td>SA – Section 3</td>
</tr>
<tr>
<td>“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (Annex I(h))</td>
<td></td>
</tr>
<tr>
<td>“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I(e))</td>
<td></td>
</tr>
<tr>
<td>“The [environmental] authorities... shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report” (Article 5(4))</td>
<td></td>
</tr>
<tr>
<td>“The [environmental] authorities... and the public... shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme or its submission to the legislative procedure” (Article 6(2))</td>
<td></td>
</tr>
<tr>
<td>The policy context in which the plan is being prepared</td>
<td>SA – Sections 1 &amp; 4 and Appendix 1</td>
</tr>
<tr>
<td>“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes” (Annex I(a))</td>
<td></td>
</tr>
<tr>
<td>The sustainability objectives relevant to the plan</td>
<td>SA – Section 4 and Appendix 1</td>
</tr>
<tr>
<td>“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I(e))</td>
<td></td>
</tr>
<tr>
<td>The current baseline situation</td>
<td>&quot;the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme&quot; (Annex I(b))</td>
</tr>
<tr>
<td>The likely situation without the plan (the 'business-as-usual' scenario)</td>
<td>&quot;the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme&quot; (Annex I(b))</td>
</tr>
<tr>
<td>Key issues for the plan</td>
<td>&quot;any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]&quot;</td>
</tr>
<tr>
<td>Key issues relating to European sites</td>
<td>&quot;any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]&quot;</td>
</tr>
<tr>
<td>The alternatives considered and the rationale behind them</td>
<td>&quot;Where an environmental assessment is required … an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated&quot; (Article 5(1))</td>
</tr>
</tbody>
</table>

"an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information" (Annex I(h))
| The likely significant effects of the plan including the alternatives considered | “the likely significant effects (1) on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors” (Annex I(f)) | SA – Sections 6, 7 & 8 and Appendix 5 |
| Mitigation and enhancement measures | “the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” (Annex I(g)) | SA – Section 8 |
| Monitoring arrangements | “a description of the measures envisaged concerning monitoring...” (Annex I(i)) | SA – Section 8 & 9 |
| How the SA findings were taken into account | “The environmental report... [and] the opinions expressed [through the consultation] shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure” | SA – Non-Technical Summary and SA – Section 3 |
| Non-technical summary | “a non-technical summary of the information provided...” (Annex I(j)) | SA – Non-Technical Summary Document |

**The Habitats Directive**

2.5 The Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC) are EC laws which protect the specified interests of designated sites of importance for flora and fauna. Any proposal for development, plan or programme likely to have a significant effect on or near a site designated under these directives, or where the causal pathways or the sensitivity of environmental receptors could be affected, must be subject to an assessment of its implications for the site, known in the UK as a Habitat Regulations Assessment (HRA).

2.5 A Habitats Regulations Assessment of the potential impact of the Core Strategy has been undertaken and will be published as a separate document before submission of the Core Strategy to the Secretary of State. The HRA identifies internationally...
protected habitat sites where it is likely that significant effects could arise from policies in the Core Strategy. The HRA will contain more detail on whether and how aspects on the natural environment may be affected, within the City and beyond the Plan area.

**Health and Wellbeing**

2.7 Liverpool is designated by the World Health Organisation as a European Healthy City. This designation demonstrates Liverpool's commitment to improving health through physical and social environments and as a result the City has been working for the past two decades to improve health and reduce health inequalities between Liverpool and the rest of the UK, and between different localities within the City itself.

2.8 Health is one of the criteria that must be considered in undertaking Strategic Environmental Assessment and the contribution of the Core Strategy to improving the health of the city’s residents and reducing health inequalities has been considered as part of the Sustainability Appraisal.

2.9 Health Impact Assessment also plays an important role in the consideration of potential health impacts affecting the population of Liverpool. Health Impact Assessment (HIA) is:

> “a combination of procedures, methods and tools by which a policy, a program or project may be judged as to its potential effects on the health of a population and the distribution of effects within the population” (European Centre for Health Policy 1999).”

2.10 Integrating HIA enables decision makers to take into account the health and well-being of Liverpool’s population, and assist the development of healthy urban planning policies. A Health Impact Assessment has been carried out on the Liverpool Core Strategy during its preparation and a separate HIA report will also be available.
3. Sustainability Appraisal Methodology

<table>
<thead>
<tr>
<th>Compliance with the SEA Directive</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 5.1 to the SEA Directive states that the Environmental Report should include:</td>
</tr>
<tr>
<td>“…a description of how the assessment was undertaken including any difficulties (such as technical difficulties or lack of know-how) encountered in compiling the required information”</td>
</tr>
</tbody>
</table>

3.1 This Sustainability Appraisal Report follows the advice contained in guidance published by the government in the Department for Communities and Local Government Plan Making Manual\(^1\) which has recently replaced previous guidance issued by the government in 2005\(^2\).

3.2 **Sustainability Appraisal Stages**

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
- A1: Identifying other relevant policies, plans and programmes, and sustainability objectives
- A2: Collecting baseline information
- A3: Identifying sustainability problems and issues
- A4: Developing the Sustainability Appraisal Framework
- A5: Consulting on the scope of the SA

Stage B: Developing and refining options and assessing effects
- B1: Testing the DPD objectives against the SA framework
- B2: Developing the DPD options
- B3: Predicting the effects of the DPD
- B4: Evaluating the effects of the DPD
- B5: Considering ways of mitigating adverse effects and maximising beneficial effects
- B6: Proposing measures to monitor the significant effects of implementing the DPD

Stage C: Preparing the Sustainability Appraisal Report
- C1: Preparing the Sustainability Appraisal Report

Stage D: Consulting on the preferred options of the DPD and SA report and adopting the DPD
- D1: Public participation on the preferred options of the DPD and SA report
- D2: Appraising significant changes resulting from representations
- D3: Making decisions and providing information

Stage E: Monitoring the significant effects of implementing the DPD
- E1: Finalising aims and methods for monitoring

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\(^2\) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, now superseded by the Department for Communities and Local Government - DCLG (2005)
• **E2:** Responding to adverse effects

3.3 A Scoping Report was produced for consultation in March 2005; the baseline information and relevant policies, plans and programmes have been updated for this report. Sustainability Appraisals were undertaken for each stage of the Core Strategy preparation. This report is an appraisal of the Core Strategy Submission Draft which follows the Issues and Options, Preferred Options and Revised Preferred Options Reports.

3.4 This Sustainability Appraisal considers the likely sustainability effects of the policies in the Core Strategy Submission Draft against a set of sustainability objectives and indicators (the Sustainability Appraisal Framework). The SA Framework can be found in Appendix 3.

**Limitations**

3.5 Given Liverpool’s location, it is possible that some of the effects could be felt across international boundaries. However, the spatial extent and significance beyond the City, of some of the predicted negative environmental effects is not known. The Habitat Regulations Assessment provides information on the spatial extent of the effects but these are in relation to the Natura 2000 and Ramsar sites only. This limitation has been recognised within the appraisal and conclusions in the latter sections of this report.

**Who carried out the Sustainability Appraisal?**

3.6 Guidance\(^3\) suggests that the appraisal process should be undertaken by a team to facilitate discussion, to reach a balanced and objective view in evaluating the full range of sustainability issues. The SA process in Liverpool has involved an SA Panel which represent a diverse range of interests, including officers responsible for preparing the plan document, but also individuals representing social, economic, environmental and health interests who can share their expertise and local knowledge.

3.7 Most Panel members had previous involvement in development plan or community strategy consultation events or working groups. A list of Panel members for this SA is

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\(^3\) Planning Advisory Service – Sustainability Appraisal Advice Note (June 2010)
attached at Appendix 5. The role of the Panel was to comment on the sustainability appraisal work undertaken by officers and to offer advice on the methodology and content as the appraisal progresses. The Panel met to discuss the Revised Preferred Options Report in September 2009.

3.8 At Submission Draft stage, the appraisal was undertaken by all members of the Development Plans team to ensure that knowledge in a range of topic areas was fully utilised. The SA Panel were then consulted to validate the conclusions of the appraisal.

Consultation

Compliance with the SEA Directive

Article 5.1 to the SEA Directive states that:

“The environmental report...[and] the opinions expressed [through consultation] shall be taken into account during the preparation of the plan or programme before its adoption or submission to the legislative procedure”

3.9 Consultation on the SA Scoping Report was undertaken in 2005, on the SA of the Preferred Options Report in 2008, and on the SA of the Revised Preferred Options in 2010.

3.10 Under current regulations, the Core Strategy Submission Draft and the Sustainability Appraisal Report (and other supporting documents) will be available for public comment for a six-week period.

3.11 Where representations are received, and in the light of those, the City Council wishes to suggest to the Inspector that changes be made to the Core Strategy, these changes will need to be subject to a Sustainability Appraisal. However, this will only apply where they are significant changes; changes which are not significant will not require further sustainability appraisal work.
4. Liverpool’s Sustainability Objectives, Baseline and Context

Compliance with the SEA Directive
Article 5.1 to the SEA Directive states that the Environmental Report should include:
“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes”

Liverpool’s Core Strategy Development Plan Document (DPD)

4.1 The Core Strategy Development Plan Document (DPD):
- Defines a vision of what Liverpool will be like for residents and visitors in the future if its policies are implemented
- Identifies a set of objectives to realise this vision
- Sets out a series of policies to guide future growth and development in Liverpool that both complement and integrate with key plans, policies and programmes related to development in the city.

4.2 Liverpool in 2028 - A Spatial Vision

By 2028 Liverpool will be a sustainable, vibrant international city at the heart of the City Region. Development opportunities will have been maximised to create an economically prosperous city with sustainable communities and an outstanding environment.

Table 4.1 Core Strategy Strategic Objectives

<p>| Strategic Objective One - Strengthen The City's Economy | Ensure sustainable economic growth particularly across all business sectors and areas with strong growth potential, for the benefit of the whole City to ensure economic disparities are reduced. Provide a sufficient quantity and quality of employment land to meet existing and future business needs, including new business incubation, supply chain and follow-on requirements, and maximise the contribution of the City's assets, including its architectural, historic and cultural heritage. It will also be important for new growth to avoid adverse environmental impact and to be adaptive and resilient to climate change impacts. |
| City Centre | To support the City Centre’s role as a regional centre for office, commercial, retail, leisure and tourism and other |</p>
<table>
<thead>
<tr>
<th>Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs</th>
<th>Achieve an overall level of housing growth consistent with Regional Spatial Strategy and Growth Point objectives, ensuring that it is directed to areas of greatest social and economic regeneration need whilst improving the quality and diversity of the City’s housing offer to support the creation of vibrant, mixed, healthy and sustainable communities. New housing should also avoid adverse environmental impact and be adaptive and resilient to climate change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Centre</td>
<td>To focus on the provision of higher density residential development</td>
</tr>
<tr>
<td></td>
<td>To preserve areas of existing family housing</td>
</tr>
<tr>
<td>Urban Core</td>
<td>To focus the majority of new housing growth within the Urban Core</td>
</tr>
<tr>
<td></td>
<td>To deliver more private sector family houses, especially larger homes with gardens, and within a range of values to address the issue of imbalance in the existing housing stock and meet local aspirations</td>
</tr>
<tr>
<td>Suburban Areas</td>
<td>To support the restructuring of housing markets and diversify the existing housing offer by providing predominantly private sector, family housing within the peripheral Regeneration Fringe housing estates</td>
</tr>
<tr>
<td></td>
<td>To ensure that attractive residential areas remain stable and successful</td>
</tr>
<tr>
<td>Strategic Objective Three - Vital and Viable Shopping Centres</td>
<td>To encourage sustainable shopping patterns and ensure a sustainable spatial distribution of vibrant district and local centres with a diverse range of quality shops, services, community, health and education facilities, which are</td>
</tr>
<tr>
<td>Strategic Objective Four - Attractive and Safe City With A Strong Local Identity</td>
<td>Protect and enhance the City’s unique historic and architectural environment, including the World Heritage Site, Conservation Areas, Listed Buildings, Registered Parks and Gardens, Ancient Scheduled Monuments and heritage assets of local significance. Ensure all new development achieves high quality and inclusive design to ensure an attractive, distinctive, healthy and sustainable City for those who live in, work in and visit Liverpool; avoids adverse environmental impacts and is adaptive and resilient to climate change.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>City Centre</td>
<td>• To protect and enhance Liverpool City Centre’s role as a regional shopping centre and ensure it maintains its position in the national rankings • To prioritise peripheral areas of the Main Retail Area for investment</td>
</tr>
<tr>
<td>Urban Core</td>
<td>• To support the creation of a new comprehensive District Centre at Great Homer Street</td>
</tr>
<tr>
<td>Suburban Areas</td>
<td>• To support the growth of Broadway District Centre • To support appropriate new neighbourhood facilities within the Stonebridge/Croxteth area of the City to meet an identified need and gap in provision</td>
</tr>
<tr>
<td>Strategic Objective Five - High Quality Green Infrastructure</td>
<td>Protect and enhance Liverpool’s green infrastructure to ensure more attractive and cleaner residential neighbourhoods; sustain and promote biodiversity; mitigate against and adapt to climate change including contributing to flood risk management; and to provide greater opportunities for sport and recreation and growing food locally to encourage better health and wellbeing.</td>
</tr>
<tr>
<td>City Centre</td>
<td>• To protect existing open space assets given the limited provision of open space within the City Centre • To maximise opportunities for enhancing the green infrastructure resource</td>
</tr>
<tr>
<td>Urban Core</td>
<td>• To improve the overall quality, value and function of the green infrastructure resource for the benefit of local communities and to complement housing renewal</td>
</tr>
<tr>
<td>Suburban Areas</td>
<td>• To protect and enhance strategically important open space (including the Green Wedges at Otterspool and Calderstones/Woolton) and biodiversity assets • Ensure that green infrastructure complements housing renewal in the regeneration fringes</td>
</tr>
</tbody>
</table>
Strategic Objective Six - Use Resources Efficiently

Ensure the sustainable growth of the City by:
- Prioritising the development of the City’s vacant and derelict land and buildings,
- Ensuring all new development avoids adverse environmental impact, is adaptive and resilient to climate change, and contributes to the management of Liverpool's significant surface water flood risk including through the delivery of well-designed sustainable urban drainage systems,
- Minimising adverse impacts on water and air quality,
- Minimising the risk of flooding by managing flood risk at source and so reducing demand on the sewerage system,
- Ensuring high standards of energy efficiency, conservation and low carbon solutions within new developments,
- Managing future water usage, and
- Minimising and managing the quantity and nature of waste generated from construction onwards.

Strategic Objective Seven - Maximising Sustainable Accessibility

Ensure maximum accessibility to employment, shops, services, education and training, by supporting and improving the City’s transport infrastructure, particularly sustainable modes, and ensuring all new development is highly accessible by sustainable modes of transport and that Liverpool's transport infrastructure is resilient to climate change with flood risk management considered from the outset.

Strategic Objective Eight – Maximising Social Inclusion and Equal Opportunities

Major developments should make a measurable contribution to the promotion of social inclusion and equal opportunities in the communities in and around the area where the development is taking place, most notably through targeted recruitment and training and the use of local supply chains.

Relevant Plans, Policies and Programmes

4.3 Sustainability issues, including international and European objectives, should be considered in developing the sustainability appraisal objectives and targets. A review of relevant plans, policies and programmes has also enabled:

- The identification of external social, economic and environmental objectives that should be taken account of in undertaking the sustainability appraisal of the Core Strategy;
- The identification of other external factors, including sustainability issues that might influence the preparation of the plan; and
- The identification of whether other policies, plans and programmes might give rise to cumulative effects when combined with the plan that is subject to SA.
4.4 A scoping exercise was undertaken to identify those plans, policies and programmes containing sustainability objectives which the Core Strategy must take account of. The list of plans, policies and programmes has been subsequently updated in response to comments received during consultation exercises and to take into account new documents produced or updated since the initial scoping was undertaken. Table 4.2 and Appendix 1 provides a summary of the plans, policies and programmes reviewed to date, and Table 4.3 provides an outline of the relevant sustainability objectives identified in the review of plans, policies and programmes that the Core Strategy has taken into account.

4.5 There is some potential for conflict between environmental and economic objectives, for example the need for economic growth in Liverpool and within the wider region could conflict with the need to reduce the impact of development on open space, reducing the levels of traffic growth, and the mitigation of and adaptation to climate change. Future development at the Airport and ports could also have an impact on the city’s environmental assets but will support economic growth. The Core Strategy will need to address these concerns.

### Table 4.2: Summary list of relevant Plans, Policies and Programmes

<table>
<thead>
<tr>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>EU Environmental Liability Directive</td>
</tr>
<tr>
<td>EU Framework Directives (e.g. Air Quality, Waste, Conservation of Wild Habitats)</td>
</tr>
<tr>
<td>EU Water Framework Directive</td>
</tr>
<tr>
<td>European Directive on SEA</td>
</tr>
<tr>
<td>European Spatial Development Perspective (1999)</td>
</tr>
<tr>
<td>Johannesburg Declaration on Sustainable Development (2002)</td>
</tr>
<tr>
<td>Wales Spatial Plan</td>
</tr>
</tbody>
</table>
## National

- Code for Sustainable Homes 2006
- Equality Act (2010)
- Flood and Water Management Act (2010)
- Government White Paper: A new deal for Transport
- Government White Paper: Planning for a Sustainable Future
- National Planning Policy Framework (draft) (2011)
- Planning and Climate Change - Supplement to Planning Policy Statement 1
- Planning Circulars
  - Safeguarding Our Soils – A Strategy for England (Defra, 2009)
  - Safer Places – The planning system and crime prevention
  - Securing the future - delivering UK sustainable development strategy (March 2005)
  - Sustainable Communities Plan
  - Working with the grain of nature – A biodiversity strategy for England, Defra (2002)

## Regional

- Mersey Waterfront Regional Park – Strategic Framework – 2007
- European Structural Funds North West Competitiveness Operational Programme (NWOP) 2007-2013 Successor to Objective One("transitional funds")
- Halton MBC Unitary Development Plan 2005
- Knowsley MBC Unitary Development Plan (2006)
- Liverpool Bay (sub cell 11A) Shoreline Management Plan
- Liverpool City Region Housing Strategy (2007)
- Mersey Estuary Catchment Flood Management Plan
- Merseyside Joint Waste DPD (emerging)
- Merseyside Local Transport Plan 3 2011-2016
- Merseyside Waste Management Strategy (2005)
- North Merseyside Biodiversity Action Plan
- NW Sustainable Energy Strategy
- Regional Housing Strategy (2005)
- Regional Spatial Strategy for the North West (2008)
- Sefton MBC Unitary Development Plan 2006
- St Helens MBC Core Strategy Submission Version (May 2009)
- St Helens MBC Unitary Development Plan (1998)
### Sub-Regional

Updated Regional Waste Strategy (2010)
Wirral MBC Core Strategy (Preferred Options Report October 2010)
Wirral MBC Unitary Development Plan (2000)

### Local

Alt Crossens Catchment Flood Management Plan (Summary Report) (Dec 2009)
Children’s and Young People’s Plan ‘Liverpool – where every child matters’ Key Priorities and Actions 2009 - 2011
International Gateway Strategic Regeneration Framework (February 2011)
Liverpool 2024 – A Thriving International City (Liverpool’s Local Area Agreement, March 2009)
Liverpool 2024 – A Thriving International City (Liverpool’s Sustainable Community Strategy, March 2009)
Liverpool Access Plan
Liverpool Air Quality Plan (2007)
Liverpool City Centre Movement Strategy
Liverpool City Centre Strategic Regeneration Framework
Liverpool Climate Change Strategic Framework (September 2009)
Liverpool Green Infrastructure Strategy (2010)
Liverpool Housing Strategy Statement 2009-2011
Liverpool John Lennon Airport Master Plan
Liverpool Preliminary Flood Risk Assessment (Draft, May 2011)
Liverpool Strategic Flood Risk Assessment (2008)
Liverpool Urban Design Guide
Liverpool’s Healthy Weight Strategy 2008-2011
North Liverpool Strategic Regeneration Framework (December 2010)
Older Persons Housing Strategy
Parks Strategy (LCC) (2006)
People, Place and Prosperity – an economic prospectus – Liverpool 2024

#### 4.6

The list below provides a summary of the main sustainability issues as derived from the review of relevant plans and programmes. There is general consistency between sustainability objectives at the international, national and regional level for the economy, the environment, and social inclusion.

<p>| Table 4.3: Sustainability objectives of relevant plans, policies and programmes |
|---------------------------------|---------------------------------|
| <strong>The Core Strategy should…</strong>   | <strong>Evidence…</strong>                   |
| General                         |                                 |</p>
<table>
<thead>
<tr>
<th>…incorporate the principles of sustainable development</th>
<th>Johannesburg Declaration on Sustainable Development EU Directive on SEA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Communities Plan</td>
<td>Liverpool First, Liverpool’s Sustainable Community Strategy</td>
</tr>
<tr>
<td>PPS1 Delivering Sustainable Development Action for Sustainability – Regional Sustainable Development Framework for the North West</td>
<td>Local Area Agreement (also reflects all other objectives)</td>
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<tr>
<td>Action for Sustainability – Regional Sustainable Development Framework for the North West</td>
<td>PPS 3 – Housing Sustainable Communities Plan</td>
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<tr>
<td></td>
<td>Liverpool Housing Strategy Statement 2009-2011</td>
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</tbody>
</table>

### Economic

- **…address economic cohesion within Liverpool and the North West Region, and improve the city’s competitiveness, increase employment rates and the number of new businesses.**
  - People, Place and Prosperity – An Economic Prospectus
  - Draft PPS 4: Sustainable Economic Development
  - Liverpool City Regional Development Plan
  - Merseyside Regional Waterfront Park Action Plan
  - Other PPGs (e.g. Industrial and Commercial Development and Small Firms, Telecommunications, Tourism)
  - Local Development Frameworks of adjoining boroughs (Sefton, Knowsley, Wirral, Halton, St. Helens)

### Environmental

- **…protect and manage natural resources, including minerals, space, sites of biodiversity value, parks and other open spaces**
  - EU Framework Directives for the Environment
  - A biodiversity strategy for England – DEFRA
  - PPS 9 – Nature Conservation & Biodiversity
  - PPG 2 – Green Belts
  - PPG 17 – Planning for open space, sport and recreation
  - PPG 20 – Coastal Planning
  - PPS 22 – Renewable Energy
  - PPS 23 – Planning and Polluting Control
  - PPG 24 – Planning and Noise
  - PPS 25 – Development and Flood Risk
  - North Liverpool Biodiversity Action Plan
  - Liverpool City Council Nature Conservation Strategy
  - LCC Open Space Study
  - Liverpool Green Infrastructure Strategy
  - Liverpool Preliminary Flood Risk Assessment
  - Liverpool Strategic Flood Risk Assessment

- **…minimise vulnerability and maximise resilience to climate change, reduce flood risk**
  - Liverpool Climate Change Strategic Framework
  - Liverpool Green Infrastructure Strategy
  - PPS1 – Delivering Sustainable Development
| Risk and promote sustainable design and construction. | PPS1 Supplement – Planning and Climate Change  
Government White Paper: Planning for a Sustainable Future  
Liverpool Preliminary Flood Risk Assessment |
| --- | --- |
| ...maximise access to green spaces that can contribute to urban renaissance, social inclusion, health and wellbeing and sustainable development | Liverpool Green Infrastructure Strategy  
PPG17 – Planning for Open Space, Sport and Recreation  
Liverpool Healthy Weight Strategy |
| ...reduce waste and take an effective and sustainable approach to waste management | PPS 10 – Planning for Sustainable Waste Management  
Joint Merseyside Waste DPD |
| ...protect historic and cultural assets | PPG 15 – Planning and the Historic Environment  
PPS 15 – Draft Planning and the Historic Environment  
World Heritage Site Management Plan  
World Heritage Site Supplementary Planning Document |
| ...ensure that the plan will not adversely affect the integrity of Natura 2000 sites | EU Habitats Directive 92/43/EEC |

**Social**

| ...reduce health inequalities, and improve the mental and physical health and wellbeing of residents in the City. | Liverpool Green Infrastructure Strategy  
Liverpool Healthy Weight Strategy |
| --- | --- |
| ...promote the vitality and viability of local centres, | PPS4: Planning for Sustainable Economic Growth  
Liverpool District and Local Centre Study (2009) |
| ...improving accessibility | PPS 12: Local Spatial Planning  
Disability Discrimination Act 2003  
Merseyside Local Transport Plan 2006-2011 (Liverpool Access Plan) |
| ...ensure the highest standards of design | PPS1: Delivering Sustainable Development  
PPS 12: Local Development Frameworks  
Liverpool Urban Design Guide |
| ...reduce crime and fear of crime | Safer Places – The Planning System and Crime Prevention (ODPM)  
Sustainable Community Strategy |

**Baseline Information**

4.7 Baseline information has been collected to gain an understanding of the range of environmental, social and economic problems and opportunities in Liverpool and to identify the main issues the Core Strategy should address.
Appendix 2 sets out the baseline information out in full.

The evidence base also includes the results of various studies undertaken on issues such as retail, open space, housing etc. and ongoing consultation with the community and key stakeholders. A list of the studies which have informed the Local Development Framework can be found at on the LDF website.

Population

Liverpool covers 113km² and has a population of 445,200 (ONS mid year estimate 2010). It is one England’s Core Cities, and is the 6th most highly populated city in England (ONS mid year estimate, 2007). The total population change from 1981 – 2010 was a decrease of 14% (compared with an increase of 9% for the UK as a whole). The de-centralisation of Liverpool’s population from the City Centre to commuter towns in surrounding local authority areas, and the increase in unemployment levels have been the main factors causing this population loss. Although the total population has recently stabilised and city centre living has increased, certain areas of the City are still experiencing population loss.

Housing Provision

The housing market is failing to provide suitable homes for existing and potential residents; in 2001 owner occupation levels in the city were over 15% lower than the national average. Housing stock, particularly in the Inner Core is of poor quality, including a significant number (7%) of vacant properties.

According to the City’s Housing Strategy Statement 2009-2011, (at the time of the survey in 2006), 5.7% of the total housing stock was classed as unfit (compared to the national rate of 4.2%) and 40% failed to meet the Decent Homes Standard.

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Footnotes:

4 Annual Business Inquiry/ONS Mid Year Estimates
5 Office for National Statistics (April 2001)
4.13 The more unpopular parts of the City's housing stock are characterised by very high levels of vacancies, concentrated in the lower-value, owner-occupied housing and in the social rented sectors. In 2009, 7% of the City’s total stock was vacant, with vacancy levels in the Urban Core averaging 11.4% (Liverpool LDF Annual Monitoring Report, 2009). Through Housing Market Renewal and other measures, the City Council has taken steps to address the problems of low demand neighbourhoods and vacant properties.

4.14 For most of the period up to 2010, the City experienced a surge of development interest, particularly from the private sector, reflected in a significant and sustained increase in new house building. Development has been strongly concentrated in the City’s Urban Core, and, in particular, in the City Centre, where a third of new housing built since 2003 has been provided.

4.15 Development activity during 2008 and 2009 declined significantly, with planning applications for major development down by 50%. The continuing recession conditions have also coincided with the end of the substantial European resources which have contributed to the City’s recovery.

Access to Services

4.16 In those parts of the City which did not enjoy the benefits of economic growth up to 2008 and as a result of economic and population decline, a number of District and Local Centres are under-performing. The 2009 Liverpool District and Local Centre Study\(^6\) concluded that with a few notable exceptions e.g. Allerton Road and Old Swan, which have a good range of shops and services and serve the community well, many centres have deteriorated over time and are now in a state of significant decay, noting issues such as poor environment, lack of adequate community facilities, too large to sustain existing retail facilities. These issues coupled with poor trading prospects have led to a lack of retailer interest. There are, however encouraging signs of increasing investor confidence with the proposals coming forward for the redevelopment of Great Homer Street, and a new food superstore at Park Road which opened in 2011.

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\(^6\) Liverpool District and Local Centre Study, GL Hearn (2009)
Cultural, Heritage and Landscape

4.17 The City Centre’s heritage is unique and the waterfront setting, which includes the Royal Liver, Cunard and Port of Liverpool Buildings, together with numerous historic buildings throughout the City Centre, is designated as a World Heritage Site. Drawing on the City’s architectural and cultural heritage, the tourism and leisure industries are a vital part of Liverpool’s economy, with the City now ranked fourth favourite UK City by readers of a travel magazine\(^7\). Tourism-related development in hotels, transport and visitor facilities is a major element of the local economy which was given significant impetus by the City’s designation as European Capital of Culture in 2008.

4.18 The City Centre has witnessed a significant transformation over recent years with the completion of a number of development projects. These include Liverpool One; a new arena and conference centre at Kings Waterfront; the Museum of Liverpool and mixed use scheme at Mann Island; and expansion of the office stock at Old Hall Street, City Square, and St Paul's Square. Additionally, the area around Lime Street Station, which is a key gateway to the City Centre, has recently been substantially redesigned. Other projects currently coming forward include Central Village – a mixed use scheme behind Liverpool Central Station. The City Centre presents a major opportunity for continuing economic growth and regeneration, with the potential to benefit the rest of Liverpool and the wider city region.

4.19 Away from the City Centre, the District and Local Centres play an important role in the provision of services for local communities and the design of these centres should accommodate and strengthen activities and the movement within and between them. However, in some centres there is a conflict between high volumes of traffic and the provision of a quality pedestrian environment. Elsewhere much of Liverpool’s built up area is primarily residential in character.

4.20 In July 2004, parts of the City Centre and the Waterfront (which already had statutory protection as Conservation Areas) were designated as a UNESCO World Heritage Site. The City Council is obliged to protect the site through its World Heritage Site Management Plan. The successful management of the site is a condition of World Heritage Site status and the authority should seek to protect the sites outstanding universal value. A Buffer Zone surrounding the World Heritage Site has also been identified, within which careful management of new development is required to

\(^7\) Condé Nast Traveller Magazine Awards 2011
ensure that the setting of the Site is not prejudiced. A Supplementary Planning Document for the World Heritage Site was adopted by the City Council in October 2009.

4.21 Complementing the World Heritage Site, the City has more than 2,500 listed buildings, along with 34 Conservation Areas, registered historic parks, and 4 Scheduled Ancient Monuments. Together, these assets provide Liverpool with a distinctive urban landscape which contributes significantly to the City’s identity. The City also has 10 historic parks from the Victorian era, which contribute to the identity of Liverpool’s residential areas.

4.22 Much of Liverpool’s public open space was laid out at the time of the Liverpool’s rapid expansion and growth and was originally intended to serve a much greater population than now lives here. Some of this open space, in particular the historic Victorian Parks, such as Sefton Park, Princes Park and Stanley Park, is of high quality and is a highly-valued recreational resource. There are also strategic open space resources such as the Green Belt to the periphery of the City, Green Wedges at Calderstones/Woolton and Otterspool.

4.23 The maintenance of the City’s heritage environment is a key issue for the City. Less than 5% of the City’s listed buildings are included on the Council’s Buildings at Risk register. There is no stated national average, although from the approximately 50% of local authorities that have provided figures to English Heritage as part of its annual State of the Historic Environment Review (SHER), the average is estimated at between 4% and 5%. The Council has, through its Buildings at Risk project (2001 - to date), reduced this figure from 13.2% in 1991 (and 12% in 2001 when the project started).

Health and Well-Being

4.24 Recent evidence gathered for the Marmot Review (the independent review on the causes of health inequalities\(^8\)) examined a number of issues including the impact of the built environment and Planning on health and health inequalities. It identified links between:

- noise pollution and mental health, educational attainment and deprivation;
- access to green space and health, social interaction and climate change;

\(^8\) [http://www.marmotreview.org/](http://www.marmotreview.org/)
• transport and injuries, physical inactivity and accessing services;
• housing and mental health, and also fuel poverty and mental health, educational attainment and cardiovascular and respiratory illness;
• food environment and improved diet (although this was only anecdotal evidence);
• social isolation and depression, cognitive decline.

4.25 In Liverpool, the scale of the deprivation faced in parts of the City manifests itself in social factors including significant health inequalities. Poor living, social, economic and environmental circumstances can impact adversely on positive physical health and mental well-being. The severity of Liverpool’s health deprivation is reflected in the life expectancies for Liverpool. The city has the fifth lowest male life expectancy (74.5 years) and third lowest female life expectancy (79.2 years) (ONS, 2007-2009 figures). However, there have been improvements in both figures over recent years.

4.26 Poor quality housing within impoverished surroundings can contribute to poor well-being as well as a number of other effects that will have an affect on people’s health such as dampness causing respiratory problems and cold homes which can lead to hypothermia and fuel poverty.

Soil
4.27 The decline of manufacturing and port related activities in the City over the past fifty years has resulted in significant amounts of vacant and derelict land. This is concentrated in the North Docks area, Speke Garston, Wavertree/Edge Hill/Toxteth and the City Centre. A significant proportion of the vacant and derelict land in the City has varying degrees of contamination. Remediation of contaminated sites is necessary in order to deal with land which can cause risks to human health and the wider environment.

4.28 The quality of soil can be affected by a changing climate. The UK Soil Strategy identifies the following ways in which quality can be reduced - removing moisture through higher temperatures and increasing levels of wind erosion, more regular rainfall can increase run off, and air pollution can cause acidification of soil.
4.29 Waste generated in the sub region is dealt with by the Merseyside Waste Disposal Authority (MWDA). Landfill remains the principal means of disposing of waste, but recycling rates have improved significantly over recent years. Residual waste per household in 2009/10 was 638kg, and the percentage of household waste recycled, composted or reused was 25%. The roll out of doorstep recycling has improved recycling rates in the City. It is important that the amount of waste sent to landfill is reduced, to minimise the risk of pollution, both into groundwater (through leachate) and air pollution through emissions of methane and carbon dioxide.

4.30 The Merseyside Joint Waste DPD will make provision for the supply of sites to meet the predicted waste management needs of the sub region to 2027. It will identify the most suitable sites for waste management uses and help minimise the use of unsuitable sites. According to the Waste DPD (Preferred Options Report, 2010), the main needs of the sub region with regards to waste management have altered slightly – although the amount of waste being sent to landfill continues to fall, the area still currently sends some of its landfill waste to other areas, and in order to be self sufficient, sites need to be found within the sub area. In addition, more recently recycling rates have increased significantly and there is now a need to be able to manage waste further up the waste hierarchy.

Air Quality

4.31 While general air pollution in the City as a whole is below prescribed air quality objective levels, the whole of the City of Liverpool has been recently designated as an Air Quality Management Area (AQMA) due to the levels of nitrogen dioxide (an air pollutant originating from vehicle exhausts). The city-wide AQMA highlights the importance of air quality across the whole city and supports the integration of air quality into wider policy areas. Sulphur dioxide emissions from shipping is also a source of air pollution in the City. The spatial extent of the effects of air pollution beyond the City Council boundary is unknown. In the Habitat Regulations Assessment, it was concluded that it must be the responsibility of higher-tier plans to set a framework for addressing the cumulative diffuse pan-authority air quality impacts.

Water Quality

4.32 The Mersey was once one of the most polluted rivers in Europe because of the heavy industry and large towns and cities located on it. Water quality has since improved: in
2001, salmon were observed in Warrington, and in 2002 oxygen levels that could support fish along the entire length of the estuary were witnessed for the first time since the Industrial Revolution\(^9\). Even so, in 2005 parts of the Mersey and Ribble estuaries were still of poor quality\(^10\). The Mersey’s water quality problems have three main causes including the potential for contaminated land near the river to release pollutants if it is not sealed or if it is disturbed or flooded, for sediment to release pollutants if it is disturbed through dredging and the ongoing release of nutrients by wastewater treatment works.

4.33 The Core Strategy Habitat Regulations Assessment states that for sewage treatment works close to capacity, further development may increase the risk of effluent escape into aquatic environments. In many urban areas, sewage treatment and surface water drainage systems are combined, and therefore a predicted increase in flood and storm events could increase pollution risk. The main wastewater treatment works for Liverpool is at Sandon Dock, which is nearing capacity and without further investment at this site, this could lead to potential environmental effects. A planning application was submitted to the Council in July 2011 to extend the facility in order to secure a long term sustainable treatment facility.

**Water Resource and Flood Risk Management**

4.34 In terms of future water resource and flood risk management there are two overlapping aspects to consider; the sustainable use of water alongside effective management of flood risk. The Final Water Resources Management Plan\(^11\) produced by United Utilities identified that there will be no deficit in water supply in the Integrated Resource Zone, until at least 2022, which is the latter stage of the Core Strategy. The Integrated Resource Zone covers 95% of the population of the North West, including Liverpool. The plan forecasts that there will be a balance of supply and demand due to a number of measures concerned with demand management and investment in infrastructure such as the West-East Link main pipeline.

4.35 The Flood and Water Management Act 2010 has placed renewed importance on reducing risks of flooding and promoting effective water management. It places the

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\(^9\) Action Mersey Estuary (no date) Mersey Estuary Management Plan Summary, [www.merseybasin.org.uk](http://www.merseybasin.org.uk)


City Council as the Lead Local Flood Authority (LLFA) taking on duties formerly associated with the Environment Agency and requires the production of a Local Flood Risk Management Strategy (LFRMS) which will bring the various plans associated with water resource and flood risk management under one overarching strategy (see below). An important aspect of the Act is the requirement for new development to incorporate Sustainable Urban Drainage Systems (SUDS).

<table>
<thead>
<tr>
<th>LOCAL FLOOD RISK MANAGEMENT STRATEGY (LFRMS)</th>
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<tr>
<td>In Place</td>
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<td>Strategic Flood Risk Assessment (2008)</td>
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4.36 Work is underway to prepare a joint Water Cycle Study with Wirral Council to assess the issues with regards to determining what sustainable water infrastructure is required and where, to meet the needs of growth. The Liverpool Surface Water Management Plan (SWMP) will help partners understand the causes of surface water flooding and the best way of managing it. Bringing these emerging plans and stakeholders together, along with existing stand alone strategies is within the remit of the Local Flood Risk Management Steering Group who have the role of coordinating the different plans and deal with flood risk more strategically.

4.37 The Habitat Regulations Assessment for the Core Strategy has also concluded that there will be no significant negative effects on internationally protected sites as a result of water abstraction. United Utilities have confirmed that extraction from the River Dee will not exceed the current licensed volume.

**Climatic Factors**

4.38 The City Council has produced its Climate Change Strategic Framework – A Prospectus for Action\(^\text{12}\). The actions in the framework will help the City Council meet its target of reducing the City’s carbon emissions by 35% by 2024 in line with the Government target of reaching 80% by 2050. Currently, domestic emissions account

\(^{12}\) [http://www.liverpoolfirst.org.uk/who-we-are/task-groups/environment](http://www.liverpoolfirst.org.uk/who-we-are/task-groups/environment)
for 37% of the City’s total CO2 emissions, and transport and industry and commercial development account for 18% and 45% respectively.

**Biodiversity, Flora and Fauna**

4.39 The Mersey Estuary is Liverpool’s most important environmental asset. A large part of the Estuary, including part of the banks, is designated as a Site of Special Scientific Interest (SSSI), Ramsar Site and under the Habitats Directive a Special Protection Area (SPA). The intertidal flats and salt-marshes provide feeding and roosting sites for large and internationally important populations of waterfowl. During the winter, the site is of major importance for ducks and waders. The site is also important during spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain. More detail on the environmental conditions required to protect the integrity of the site can be found at [www.jncc.gov.uk](http://www.jncc.gov.uk).

4.40 There are also four Local Nature Reserves (Croxteth County Park, Mill Wood, Woolton Woods and Camphill and Eric Hardy Local Nature Reserves) and a number of locally designated sites within Liverpool.

4.41 The Liverpool Space for Nature - Phase 1 Habitat Study\(^\text{13}\) identifies that the dominant habitat within Liverpool is grasslands and that whilst there is a relatively even distribution there are major areas of deficiency within the City Centre and Urban Core. The study also identified that many of the green spaces identified form habitat patches that are scattered throughout the City. Whilst some of these are isolated and have become fragmented as a result of the City’s development, many of these patches are linked to varying degrees by green corridors. Green corridors or linear open spaces are important for both recreation and biodiversity. The two key green and wildlife corridors are the Leeds-Liverpool Canal and the Liverpool Loopline.

4.42 The Liverpool Open Space Study\(^\text{14}\) identifies open spaces above 0.25ha in Liverpool (see figure 4.9) and proposes standards for different types of open space and specific measures to address deficiencies in quantity, quality and access. While the study identifies some localised deficiencies in quantity and access, the key issue is a need to improve the quality of open spaces generally across the City.

\(^\text{13}\) Liverpool Space for Nature Habitats Study – Phase One Habitat Survey Report – White Young Green (May 2006)
\(^\text{14}\) Liverpool Open Space Study – Atkins Consultants (2005)
4.43 The Open Space Study and Habitat Study identified that there is a lack of open space and biodiversity resource in the City Centre and Urban Core. There will be pressure placed on the existing resource in these areas given that the Urban Core will be the focus for development. However, this level of redevelopment presents some opportunity to integrate innovative green infrastructure solutions into these areas.

4.44 The Liverpool Green Infrastructure Strategy\(^\text{15}\) (2010) prepared by Mersey Forest examined the green infrastructure (GI) resource in the City, and identified and assessed the functionality of different sites and components of the GI resource. It concluded that 62% of the City is green infrastructure, and the largest type is private gardens, but the GI resource is not equally distributed across the City. Low levels of GI occur in areas of the City with a higher incidence of coronary heart disease, poor mental health and poor air quality. The report includes a number of actions to help tackle some of Liverpool’s most pressing issues.

**Economy and Skills**

4.45 Despite the continued economic inequality in northern England compared with the rest of the UK, Liverpool has a significant role as a centre for economic activity and development. The City Centre is a Regional Centre (as designated in the RSS) and is an important driver of economic growth and provides investment and job opportunities for the wider sub-region.

4.46 More specifically, Liverpool has been one of the fastest growing of any of the Core Cities in England, albeit from a somewhat lower base level, and made a major contribution to the similarly improved performance of the Merseyside economy. Between 1995 and 2007, the City’s GVA (Gross Value Added, a measure of economic output) grew by 83.7%, or 5.2% per annum. This compared to a City Region average of 4.7% and national average of 5.5%. Over the period, GVA per head increased from £9561 to £18,737: at an annual rate of growth of 5.8%, this exceeded both regional (4.5%) and national (5.1%) averages, as Liverpool, whilst starting from a very low base, began to reduce the gap between local and national economic performance.\(^\text{16}\)

\(^{15}\) Liverpool Green Infrastructure Strategy 2010
\(^{16}\) Liverpool City Council: Liverpool Economic Briefings June 2010 & June 2011
In 2008 (the latest year for which figures are available), in spite of the onset of the global recession, Liverpool’s growth in GVA per head (4.6%) was boosted by the effects of its status as European Capital of Culture, outperforming the City Region (3.1%), national average (3.5%) and all other Core Cities (average 3.4%). It is anticipated, however, that more up-to-date information on economic output will reflect the deepening impact of the recession.

A similar picture emerges in terms of job creation and business development. Between 1998 and 2008, the number of jobs in Liverpool grew by 25,100, or 12.4% - a rate above the regional and national averages (7.7% and 9.5% respectively). Between 1998 and 2008, the number of workplaces grew by 13%. In line with national and regional trends, business start-ups fluctuated over the period, peaking in 2007, when the annual increase of 13.8% compared to 12.4% nationally.

Between 2004 and 2008, the growth of new business in the City was 10.4%; this is 3.5 percentage points above the Core Cities’ average. Whilst more recent data suggest that the recession is reversing some of these improvements, Liverpool’s position remains relatively competitive on some indicators: job losses in 2009/10 of 3000 (1.3%) compare with significantly higher losses in other Core Cities and a GB average of 2.9%. To some extent, this comparison reflects the disproportionately high number of public sector jobs in the local economy: as reductions in public expenditure take effect, this relative local advantage will diminish. In the private sector, total numbers of businesses, and start-ups, continue to compare unfavourably with the national picture.

Liverpool is one of the principal centres for leisure, cultural and tourism attractions in the region. The City is now ranked fourth favourite city in a survey undertaken by readers of a travel magazine, and tourism-related development in hotels, transport and visitor facilities is a major element of the local economy. The health service is also one of the largest employers within the City, and a major generator of journeys, both for workers and service users.

Liverpool City Centre is the principal retail destination within the City and Merseyside for non-food shopping. It is a regional shopping centre, and this role has been strengthened since the completion of Liverpool One in 2008 – the City Centre is now ranked fifth in retail destinations in the UK.
4.52 The recession has increased unemployment levels – 7.4% in December 2009 (latest available figures), which equated to a 43.3% actual increase since January 2008 (pre-recession levels), and compares with a national rate of 4.15% and a regional figure of 4.6%. While levels of claimants are high across the City, and were increasing up to August 2009, these have slowly been decreasing in recent months, as more people are coming off the claimant count register than those joining it.

Transport and Access to Services

4.53 Crucial to the City's future growth is the provision of sustainable transport infrastructure. The City benefits from a transport system which enables the vast majority of the City to be accessible by most means of transport and connects it within the wider sub-region. Transport infrastructure provision includes both local transport, such as rail, buses and road, as well as the infrastructure which enables Liverpool to compete on a more national and international basis, including the Ports and the Airport. Digital infrastructure provision is also becoming more important to businesses and plays an important part in helping to improve the environment, for example by reducing the need to travel.

4.54 Liverpool has a comprehensive rail network with a number of routes to and from the City Centre connecting the City to the wider sub-region. Liverpool Lime Street is the main rail station serving the City and is owned and managed by Network Rail. A number of train operators use the station and provide direct services to and from a number of major town and cities, including London.

4.55 Local rail services are mainly provided by Merseyrail and overseen by Merseytravel who provide connections to the North, South and West of Merseyside (Northern and Wirral Lines). Rail patronage within Merseyside in 2009/10 was 39.6 million which has increased considerably (12.1 million) over the previous 12 years when rail patronage was 27.5 million in 1997/98. Liverpool Central is the busiest station with approximately 15 million trips per annum (13%) starting and ending at the station, closely followed by Lime Street (12%).

4.56 Liverpool is also well served by buses. There are around 430 different routes serving Merseyside. Bus services are heavily focused in Liverpool but there is still a strong network of services both within Merseyside and between Merseyside and its
neighbouring districts in Lancashire and Cheshire. The *Travel in Merseyside 2010* document shows that since 1997/98 bus patronage in Merseyside has declined by 19.1%, with a 3.9% fall between 2008/09 and 2009/10. The use of public transport as a mode of travelling to work in Merseyside is also shown to have fallen slightly. Bus use has declined from 12% in 2001/2 to 11% in 2010, however, all journeys to work made by rail has risen slightly from 5% in 2001/2 to 5.1% in 2010.

4.57 Liverpool is well linked to the national road network, with links to the M6 via the M62, M57, M58 and M53. Access into the City is also provided via Mersey Tunnels (Liverpool-Birkenhead and Liverpool-Wallasey) and the ferries which cross the Mersey.

4.58 The Port of Liverpool located on both banks of the River Mersey is a major container port contributing to making the River the third busiest estuary in Britain which handles 15,000 shipping movements annually. It is the largest Freeport Zone in the UK and the top UK port for UK-USA and UK-Canada container trade making the Port of Liverpool the UK’s third largest container port. The Government has approved plans for the first post-Panamax container terminal on the UK’s West Coast. The £90 million facility on the River Mersey would almost double container capacity at the Port of Liverpool.

4.59 Liverpool John Lennon Airport is one of the fastest growing regional airports in the UK. It currently serves more than 650 worldwide destinations and sees over 5.5 million passengers passing through it in a 12 month period. The airport has experienced considerable passenger growth since 1995, with an 873.2% increase in terminal passengers compared to a UK increase of 68.6%. The owners, Peel Holdings, have a 25 year masterplan for the Airport which could treble its size by 2030 to accommodate 12.3 million passengers. The plans include a runway extension for long-haul aircraft, a world cargo centre and a new link road.


Sustainability Issues Facing Liverpool

Compliance with SEA Directive:

Annex 1 to the SEA Directive states that the Environmental Report should provide information on: any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds) and 93/43/EEC (Habitats)

4.60 Sustainability issues have been identified through a review of relevant plans and programmes, and available baseline information, including census and other data collected at the national, regional or local level, and surveys and strategies commissioned by the City Council.

4.61 Environmental

• Protect and enhance the green infrastructure resource
• Sustain and promote biodiversity
• Provide opportunities for sport and recreation
• Prioritise the redevelopment of vacant and derelict land
• Ensure efficient use of resources – water, energy, land
• Avoid and mitigate against the effects of climate change
• Address air quality issues
• Minimise the risk of flooding
• Manage the quantity and nature of waste generated
• Protect the integrity of the Mersey Estuary SPA, SSSI and Ramsar site, and avoid significant effects on all European habitat sites.
• Protect and enhance the City’s unique historic and architectural environment
• Enhance the overall environmental quality of neighbourhoods

4.62 Social

• Address housing market failure and lack of choice
• Create mixed and sustainable communities and provide housing to meet local needs
• Ensure all new development is highly accessible by sustainable modes of transport
• Maximise accessibility to employment, shops, services, education and training
- Tackle deprivation and reducing inequalities in deprivation, especially income, employment and health
- Reverse population decline and attract more people into the City
- Address health issues, reduce health inequalities and increase life expectancy
- Ensure an even spatial distribution of high quality vital and viable district and local centres

4.63 Economic
- Support the City Centre as the economic driver of the sub-region
- Encourage sustainable economic growth
- Provide a sufficient quantity and quality of employment land
- Make provision for the sustainable expansion of Liverpool John Lennon Airport
- Address severe economic disadvantage in deprived areas
- Support the growth of key sectors and key locations, e.g. the Ports of Liverpool and Garston, the City Centre and SIAs
- Reduce high levels of worklessness, improve skills levels and maintain levels of employment

**Development of the Sustainability Appraisal Framework**

4.64 The purpose of the Sustainability Appraisal Framework is to enable the collection of baseline data, identify key sustainability problems, provide a method of describing, analysing and to compare the sustainability effects of a plan, policy or programme. A set of sustainability objectives have been chosen which set out what the Core Strategy should be achieving in terms of sustainable development.

4.65 The Sustainability Appraisal Framework retains sufficient coverage of the relevant environmental criteria referred to in EU Directive 2001/42/EC (on Strategic Environmental Assessment), and reflects the range of sustainability issues identified in Liverpool. It has also been adapted or updated to reflect the available data.

4.66 Table 4.3 sets out the Sustainability Framework. There are 18 sustainability objectives, and these are listed below. More detail on the objectives is contained within the Sustainability Framework in Table 6.1.
1. To use energy, water and mineral [land] resources prudently and efficiently, and increase energy generated from renewable sources
2. To minimise the production of waste and increase reuse, recycling and recovery rates
3. To protect, improve and where necessary restore the quality of inland, estuarine and coastal waters
4. To protect, and where necessary, improve air quality and reduce light and noise pollution
5. To mitigate and adapt to climate change including flood risk
6. To protect, manage and restore land and soil quality
7. To preserve, enhance and manage the City’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features
8. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance
9. To reduce the need to travel and improve choice and use of sustainable transport modes
10. To provide good quality, affordable and resource efficient housing
11. To improve safety and reduce disorder, crime and fear of crime
12. To improve health and reduce health inequalities
13. To improve local accessibility of goods, services and amenities and reduce community severance
14. To reduce poverty and social deprivation and secure economic inclusion
15. To improve educational attainment, training and opportunities for lifelong learning and employability
16. To maintain high and stable levels of employment and reduce long-term unemployment
17. To improve the competitiveness and productivity of business, exploit the growth potential of business sectors and increase the number of new businesses
18. To enhance the vitality and viability of city, district and local centres
<table>
<thead>
<tr>
<th>Sustainability Objectives</th>
<th>Sustainability Indicators (monitored in the AMR)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key to source of objectives</strong></td>
<td></td>
</tr>
<tr>
<td>UKSSD – United Kingdom Strategy for Sustainable Development</td>
<td></td>
</tr>
<tr>
<td>AfS – Action for Sustainability – North West Sustainable Development Strategy</td>
<td></td>
</tr>
<tr>
<td>CSHI – Community Strategy Headline Indicator</td>
<td></td>
</tr>
<tr>
<td><strong>ENVIRONMENTAL</strong></td>
<td></td>
</tr>
<tr>
<td>1. To use energy, water and mineral [land] resources prudently and efficiently, and increase energy generated from renewable sources (UKSSD)(AfS)</td>
<td>• % of new and converted dwellings on previously developed land (per annum)</td>
</tr>
<tr>
<td></td>
<td>• Renewable energy capacity installed by type</td>
</tr>
<tr>
<td>2. To minimise the production of waste and increase reuse, recycling and recovery rates</td>
<td>• Residual waste per household</td>
</tr>
<tr>
<td></td>
<td>• % of household waste sent for reuse, recycling and composting</td>
</tr>
<tr>
<td>3. To protect, improve and where necessary restore the quality of inland, estuarine and coastal waters</td>
<td>• River water quality – biological and chemical quality</td>
</tr>
<tr>
<td>4. To protect, and where necessary, improve air quality (AfS) and reduce light and noise pollution (CSHI)</td>
<td>• Level of air quality, emissions of nitrogen oxide</td>
</tr>
<tr>
<td></td>
<td>• Number and Size of Air Quality Management Areas</td>
</tr>
<tr>
<td>5. To mitigate and adapt to climate change including flood risk (AfS)</td>
<td>• Per capita reductions in CO2 emissions in the LA area</td>
</tr>
<tr>
<td></td>
<td>• Renewable energy capacity installed by type</td>
</tr>
<tr>
<td></td>
<td>• Area of land at risk of flood</td>
</tr>
<tr>
<td>6. To protect, manage and restore land and soil quality (AfS)</td>
<td>• Number of ‘sites of potential concern’ with regard to land contamination</td>
</tr>
</tbody>
</table>
7. To preserve, enhance and manage the city’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features

- Proportion of buildings on ‘buildings at risk’ register brought into active use
- Amount of eligible open spaces managed to green flag award standard
- Proportion of vacant dwellings

8. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance (AfS)

- Changes in areas and populations of biodiversity importance
- Number of hectares in local nature reserves, SNCVs and SSSIs

<table>
<thead>
<tr>
<th>The environmental objectives relate to the following SEA Directive environmental criteria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• biodiversity</td>
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<tr>
<td>• flora and fauna</td>
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<tr>
<td>• Soil</td>
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<tr>
<td>• air, climatic factors</td>
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<tr>
<td>• cultural heritage</td>
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<tr>
<td>• landscape and natural sites</td>
</tr>
<tr>
<td>• water</td>
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<tr>
<td>• material assets</td>
</tr>
</tbody>
</table>

**SOCIAL**

9. To reduce the need to travel and improve choice and use of sustainable transport modes (AfS)

- Travel to work by mode
- % of new commercial floorspace less than 200m from a bus stop/ 400m from a train/tram stop
- Traffic volumes: average daily flows on major roads

10. To provide good quality, affordable and resource efficient housing (AfS)

- Stock condition – unfit dwellings as a % of total dwelling stock

11. To improve safety and reduce disorder, crime and fear of crime (UKSSD)(AfS)(CSHI)

- Criminal Offences per 1000 populations

12. To improve health and reduce health inequalities (AfS)(CSHI)

- Years of healthy life expectancy

13. To improve local accessibility of goods, services and amenities and reduce community severance (AfS)

- % of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre
- Changes in access and provision of parks:
  - Proportion of the area of the city in ‘public park’ deficiency areas
  - Level of ‘public park’ provision per 1000 population

| The social objectives relate to the following SEA Directive environmental criteria: |
| 14. To reduce poverty and social deprivation and secure economic inclusion (AfS) | • Proportion of children in poverty  
• Unemployment rate - % annual change in unemployment claimant (JSA) rates |
|---|---|
| 15. To improve educational attainment, training and opportunities for lifelong learning and employability (AfS) | • % population qualified to NVQ Level 3  
• % 15 year olds achieving 5+ A*-C GCSE grades |
| 16. To maintain high and stable levels of employment and reduce long-term unemployment (UKSSD) (AfS) | • Number of long-term unemployed as % of total  
• Proportion of people of working age in employment |
| 17. To improve the competitive-ness and productivity of business, exploit the growth potential of business sectors and increase the number of new businesses | • Economic Output (GVA per capita)  
• Start-up Rates (Net VAT registrations) |
| 18. To enhance the vitality and viability of city, district and local centres (AfS) | • Amount of completed retail, office and leisure development in town centres  
• % vacant units and % A1 units in Local Centres in Urban Core  
• % vacant units and % A1 units in District Centres in Urban Core  
• % vacant units and % A1 units in Local Centres in Suburban Areas  
• % vacant units and % A1 units in District Centres in Suburban Areas  
• % vacant units in City Centre Main Retail Area |

The economic objectives relate to the following SEA Directive environmental criteria:

• population  
• human health
5. **The Core Strategy DPD – Strategic Objectives**

5.1 It is important that the Core Strategy objectives are, as far as possible, consistent with the sustainability objectives used to appraise the effects of the Core Strategy Development Plan Document. An exercise has therefore been undertaken to appraise the SA Objectives with the Core Strategy Strategic Objectives in order to highlight potential areas of conflict. The appraisal can be found in Appendix 4, and the text below is an outline of the findings.

5.2 Liverpool is a focus of considerable levels of new development relative to other areas within the sub region. Liverpool’s ability to meet the demands placed upon it will assist the region as a whole to be more sustainable. This therefore has local implications for achieving the environmental sustainability objectives. Strategic Policies in the Core Strategy are considered able to reduce the extent of negative effects and also present a number of mitigation measures to avoid negative effects occurring in the first place.

**Environmental Sustainability Objectives**

5.3 Economic and housing growth delivered though the Core Strategy is likely to lead to an increase in the demand for resources and put greater pressure on existing infrastructure. The appraisal of the Strategic Objectives, except for Objectives 6 (High Quality Green Infrastructure), 7 (Efficient Use of Resources), and 8 (Maximising Social Inclusion and Equal Opportunities) has shown some degree of conflict with the SA environmental objectives. An increase in consumption of natural resources, such as fossil fuels, is likely to result in an increase in pollution which may be detrimental to air, land and water quality. However if a more dispersed pattern of development were pursued which relied on less sustainable locations than Liverpool which forms the conurbation core, the negative consequences would be even greater and affect an even wider area.

5.4 In addition, the Core Strategy gives priority to the redevelopment of previously-developed land which means that there will be less pressure on open/Greenfield (permeable) sites to be developed which should help reduce the risk of surface water run-off and flooding. The redevelopment of previously-developed sites may also mean contaminated sites are remediated, reducing the risk of contaminants entering watercourses.
5.5 Strategic Objectives 6 and 7, which seek to protect and enhance the natural environment, are compatible with all the environmental objectives and will help to mitigate the effects of the other objectives. Strategic Objective 8 is unlikely to have any significant effect on achieving the environmental sustainability objectives.

Social Sustainability Objectives

5.6 Generally, all the Strategic Objectives perform well against the SA social objectives. This is because they aim to provide better quality homes, more job opportunities, safer and more attractive environments and a more accessible choice of quality services which would help benefit the health and well-being of all members of the community. Employment opportunities will increase especially in the more deprived areas which will have significant benefits for the long-term unemployed in these areas.

5.7 However, as the City becomes a more attractive place to live, work and visit, demand for services is likely to increase and place pressure on the infrastructure needed to provide these services. It is imperative that essential infrastructure is in place before new development, which could put strain on essential services. Strategic Policy 1 (SP1) Sustainable Development Principles provides the policy for this issue.

Economic Sustainability Objectives

5.8 The Strategic Objectives perform well against the SA economic objectives. This is because the aim of the Core Strategy to achieve social, economic and physical regeneration will have a positive effect on the City’s image, making it more attractive to both inward investors and a skilled workforce. Other effects are likely to be a reduction in poverty, greater expenditure within district and local centres and growth in the City’s economy. In addition to direct employment opportunities especially in the most deprived communities, local businesses will benefit from the use of local supply chains. However, economic growth could have negative impacts on the environment, such as increased air pollution, increased levels of waste, and increased emissions of greenhouse gases associated with growth. Other objectives of the Core Strategy seek to mitigate or avoid these effects.
6. Options Appraisal

Compliance with SEA Directive:

Article 5.1 of the SEA Directive states that:

“...an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.”

There should be “an outline of the reasons for selecting the alternatives dealt with” (Annex 1)

6.1 The Core Strategy, throughout its preparation and development has been appraised using the Sustainability Appraisal Framework, to aid the generation and development of options and policies. At the Issues and Options Stage, a range of options were developed for delivering a set of development principles and strategic policies. A Preliminary Sustainability Appraisal appraised each of these options.

6.2 The Sustainability Appraisal of the subsequent 2008 Preferred Options Report assessed the sustainability of the Council’s preferred option, and the rejected options to enable a comparison of the options.

6.3 The Revised Preferred Options Report, published in 2010, outlined three options for the delivery strategy for the City. This was considered to be the most appropriate means of following the policy guidance in PPS12. Therefore, the 2010 Sustainability Appraisal assessed three distinct alternative delivery strategy options. The key variations between the options centre around the distribution of housing across the City including the degree of focus on the City Centre and surrounding Urban Core – at that time called the ‘Inner Areas’ in contrast to the Suburban Areas – at that time called the ‘Outer Areas’, and its implications for population change and need for consequential forms of development.

6.4 The three alternative delivery strategy options were:

6.5 Option 1 – Intensive Regeneration in the City Centre and Inner Areas – this would slightly increase recent residential development trends (up to 2010) in these areas,
where both the greatest concentrations of social and economic deprivation and significant opportunities and investment interest, both public and private, exist;

6.6 **Option 2 – Focused Regeneration** in the City Centre and Inner Areas – this recognises the merits of a strong focus in the City Centre and Inner Areas, but would allow a greater level of development in the Outer Areas to maintain levels of population and regenerative growth particularly within the Regeneration Fringes; and

6.7 **Option 3 – Dispersed Regeneration** – this approach also recognises the priority of the City Centre and Inner Areas, but considers that greater levels of investment and development, largely aimed at the Regeneration Fringes, would enable a wider spread of population growth and regeneration across the City.

6.8 The Sustainability Appraisal concluded that the option titled ‘Focused Regeneration’ was the most sustainable, and this has now been taken forward as the overall spatial delivery strategy, on which the Strategic Policies in the Submission Draft version of the Core Strategy have been based, and will help deliver the Vision and Strategic Objectives. The following is a summary of the conclusions of the Revised Preferred Options Sustainability Appraisal Report.

**Option One – Intensive Regeneration**

6.9 The concentration of the vast majority of new development and investment into the City Centre and Inner Areas will help address acute deprivation. The benefits would include:

- Reduced need to travel by car, as housing will be in close proximity to the City Centre and will be supported by a network of Local and District Centres
- A high concentration of high density dwellings could help reduce levels and fear of crime
- Re-population of neighbourhoods will help sustain local community facilities

6.10 However, delivering this option could result in a number of negative effects in the Inner Areas:

- It may not result in a greater choice of housing type for new and existing residents as the vast majority of dwellings may be high density flatted units
- It could exacerbate poor air quality, the heat island effect and climate change effects such as flooding
6.11 In the Outer Areas it is likely there will be little change which could have a negative impact on regeneration needs. Large amounts of vacant and derelict land could remain, and certain services could become unsustainable due to a fall in the population over the lifetime of the Plan. However, open space in the Outer Areas would not be required to accommodate housing. The continuation of the protection of employment land within the SIAs will help to ensure that there is an adequate supply of employment land to allow the City’s economy to grow. However, some employment land in the City Centre and Inner Areas may be needed to deliver a high number of dwellings.

Option Two – Focused Regeneration

6.12 Although a lower amount than Option 1, the majority of housing will be delivered in the City Centre and Inner Areas, and investment in these areas will help reduce deprivation inequalities. In addition to those in Option One, other positive effects are likely to be:

- Less impact on the green infrastructure resource which will have benefits for people’s health, recreation and climate change
- More opportunity to deliver family houses. Directing greater investment to the Regeneration Fringes will widen housing choice
- A likely increase in the population of the Outer Areas will help to support district and local centres
- It would maximise the use of vacant and derelict land

6.13 Some of the negative aspects of this option were identified as:

- An increase in car travel to the City Centre, as some neighbourhoods are less well served by public transport
- As the vast majority of housing will still be delivered in the Inner Areas and City Centre, this may exacerbate climate change effects

6.14 These negative aspects are considered to be balanced by the following:
• the majority of the new housing will still be delivered in the City Centre and Inner Areas which are the most accessible parts of the City
• the distribution of the housing across the City in this option is the best match with the housing land supply, which may mean using less open space for housing.

Option Three – Dispersed Regeneration

6.15 This option allows for a more even spread of growth across the City, and provides opportunities to regenerate both communities in the Inner Areas and those in the Regeneration Fringes. It maximises the redevelopment of vacant and derelict land, and will help to sustain local services. It is likely to result in the highest number of houses being delivered, but may require the development of open spaces, especially in the Outer Areas. There may also be a need to use employment land in the Outer Areas to accommodate housing.

6.16 Investment in housing and supporting community facilities will help reduce deprivation inequalities and improve the local environment. Other positive effects are likely to be:

• Better alignment with needs identified in the City’s Housing Strategy Statement [2008 – 2011] as a greater number of houses will be delivered
• A re-population of neighbourhoods across the City, which will help sustain local community facilities
• Greater opportunities to enhance the green infrastructure resource within the Inner Areas, due to lower residential requirements

6.17 Delivering more housing in the Outer Areas is likely to lead to an increase in travel, especially to the City Centre and Inner Areas. Public transport infrastructure improvements will need to be in place otherwise this could worsen air quality problems. In addition there would be increased pressure on open spaces which could potentially have a negative impact on recreation provision, wildlife, health and climate change.

6.18 Delivering this option would result in a larger population growth than Options One and Two. This could place pressure on the environment, for example energy consumption, waste disposal, waste water treatment and air quality.
Conclusions on the 2010 Sustainability Appraisal

6.19 Having considered the Sustainability Appraisal conclusions and other relevant factors, especially the Liverpool Strategic Housing Land Availability Assessment, the City Council determined in 2010 that its Preferred Delivery Strategy Option was Option 2 – Focused Regeneration.

6.20 In approving the Submission Draft Core Strategy on January 18th 2012, the City Council clearly shows that it still considers that the approach set out in Option 2 ‘Focused Regeneration’, provides a balanced approach to the spatial distribution of new development, and that benefits, although directed primarily to the Inner Areas, will also be felt by those in the Regeneration Fringes.

6.21 The distribution of housing in this option is most aligned to the distribution of previously developed land across the City, so there is less risk of having to rely on the use of open spaces to deliver housing. Option 2 will also allow for regeneration of the Regeneration Fringes, but as the majority of housing will be focused in the Inner Areas, the benefits from focusing development in the most accessible locations will be maximised, whilst still achieving sustainability objectives. These include:

- The repopulation of the Inner Areas to sustain local and district centres, and community facilities such as GPs and schools
- A reduced need to travel by car as local and district centres will be accessible on foot or cycle, and travel to the City Centre will be facilitated by a high quality public transport system
- A balance between loss of open space and provision of family homes with gardens.

6.22 This Sustainability Appraisal Report has assessed the sustainability of the Strategic Policies, in order to identify how each policy is performing in sustainability terms, and where possible and appropriate, Strategic Policies have been amended before the Core Strategy was finalised.
7. **Appraisal of Strategic Policies**

7.1 The Strategic Policies have been appraised using the Sustainability Appraisal Framework set out in Appendix 3. In line with guidance\(^\text{18}\), the SA should only identify significant effects. When an effect has been identified, it has been assessed as to whether the effect is a major positive (+++) or major negative (––), positive (+) or negative (–), or unknown (?). Where no significant effect (0) has been identified, this has been made clear in the appraisal tables in the Appendix.

7.2 The conclusions of the appraisal are set out below. Whilst each Strategic Policy was assessed individually; conclusions have been made on the suite of policies that fall under the overarching Strategic Objective in order to avoid repetition and importantly to provide a more informed and comprehensive conclusion. The Delivery Strategy and the 35 Strategic Spatial Policies should all be read as a whole.

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**Compliance with SEA Directive:**

*Annex 1 of the SEA Directive states that the Environmental Report should include:*

> “the likely effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects”

> “an outline of the reasons for selecting the alternatives dealt with”

> “the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme”

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**The Delivery Strategy for Liverpool – Focused Regeneration**

7.3 Although this is not a Strategic Objective, it is an overarching policy designed to ensure that the spatial strategy is delivered in the most sustainable manner.

- SP1 – Sustainable Development Principles

7.4 Overall this Policy has scored very well against the sustainability objectives because it seeks to incorporate the principles of sustainability within all new developments,

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\(^{18}\) Planning Advisory Service ‘Sustainability Appraisal Advice Note’ (June 2010)
and maximise sustainability in terms of avoiding or minimising impacts on the natural environment, ensuring essential infrastructure is in place to meet the needs of new development, providing housing to meet local needs, and ensuring communities have highly accessible facilities, services and employment.

7.5 In terms of geographical scale, it is considered that the majority of benefits will be felt locally, but many of the benefits will also have wider impacts, particularly those which relate to the environment which could help address global climate change issues. It is also considered that the likelihood of these effects occurring will depend on development taking place, and the speed with which this occurs will depend on market conditions. Provided that development does take place in compliance with relevant aspects of the policy the likelihood of the effect occurring will be high.

7.6 The majority of benefits should be permanent because once the policy is in place and development has taken place in compliance with it they will continue to be delivered. However, it is possible that levels of growth that the City is required to deliver beyond the plan period could have an effect on the permanency of these effects; and in terms of timing, it is likely that the effects will be felt throughout the plan period (short, medium and long term) given that they are linked to development coming forward. The majority of the effects will probably be felt in the medium to long term because they will be reliant on cumulative development which will take some time to happen.

7.7 The policy will be used in combination with all the other policies in the Core Strategy. This will reinforce the delivery of sustainable development, and help to minimise those negative effects identified against specific Strategic Policies elsewhere in this appraisal.

**Strategic Objective One - Strengthen the City’s Economy**

7.8 The policies that fall under this strategic objective are:

- SP2 – Land for Employment
- SP3 – Growth Sectors and Areas
- SP4 – Economic Development in the City Centre
- SP5 – Economic Development in the Urban Core
- SP6 – Economic Development in the Suburban Areas
- SP7 – Liverpool Airport
7.9 The policies listed above seek to ensure sustainable economic growth to maximise the regeneration of Liverpool and the City-Region. These policies seek to safeguard a satisfactory amount of employment land to support the growth of key business sectors, and maximise the potential for job opportunities, particularly in areas of high unemployment.

7.10 In general, these policies have a positive impact on achieving the economic and social sustainability objectives. The policies will ensure that major employment uses will have site development opportunities in the Strategic Investment Areas, and focus on the economic sectors with the greatest growth potential. As the SIAs are in established and accessible locations, it will help secure economic investment, provide more local employment opportunities, reduce the need to travel and help improve air quality. These will have subsequent positive impacts on reducing levels of poverty and improving health and well-being.

7.11 In addition, the policies will help continue and strengthen the City’s role as driver of the city-region economy; and in combination with other policies in the plan (including SP19 City Centre Shops and Services and SP26 Protecting and Enhancing Green Infrastructure) will make the City Centre especially, more attractive to potential investors, enhancing the City’s economic competitiveness.

7.12 However, because of the increase in movement, activity and development that will take place as a result of pursuing economic growth and development on the scale sought, all of the policies are likely to have some negative impacts on achieving the environmental sustainability objectives in full. In the case of some policies, this is mitigated by clauses within them highlighting the need to address environmental impacts when bringing forward development. As all policies, however, are to be read together, other Strategic Policies will act to reinforce the requirement to minimise impacts on the environment arising from economic development.

7.13 In terms of Strategic Policy 7 (Liverpool Airport), it is concluded that there will be some negative effects to be expected as a result of Airport expansion, due to the focus of the expansion being an increase in passenger and freight flights, and an expansion of the runway. In 2003, the Government White Paper ‘The Future of Air Transport’ supported expansion of the airport, in order to create the capacity to meet
rising demand. This approach was subsequently carried forward into the Regional Spatial Strategy, which in turn sets the context for the Core Strategy. The Sustainability Appraisal for the Airport Masterplan states that ‘the Airport is also signed up to ‘Sustainable Aviation’, is committed to the EU Trading Scheme, and has implemented its own Carbon Sequestration Scheme, which are measures to compensate for and control the levels of greenhouse gas emissions associated with climate change locally and within Europe’\(^1\). It does, however, recognise there will be some negative impacts on residents in Speke in terms of noise, but this will be closely monitored. To minimise any potential problems, the policy requires that any proposals for expansion have to identify and address negative effects.

7.14 Taking all the Strategic Policies under this objective together; in terms of geographical scale, the social benefit impacts are likely to be at the local level, providing job opportunities and subsequent improved quality of life for local residents. Some negative effects may be felt in residential areas in close proximity to the SIAs due to noise and air pollution. This is more likely to be an issue in areas close to the airport and ports, not only due to activity at the airport and ports but the increased road traffic associated with their growth. In addition to local impacts, environmental impacts could also be felt beyond the city boundary, but the spatial extent of this is not known. The Strategic Policies for the Airport and Ports will ensure that negative impacts on both the natural and built environment and local communities are addressed through appropriate measures. Economic and social benefits arising from expansion of the Airport, such as job opportunities within the Airport and those businesses that support operations could benefit those living locally.

7.15 Should the policies be successful in delivering employment development in the locations and to the extent indicated it is considered that the likelihood of the social and economic benefits occurring are long-term; and the likelihood of the negative effects occurring, especially on the environmental objectives, will be dependent to a significant extent on the success of the mitigation measures required as part of the policies and on the success of other policies in the Core Strategy.

7.16 The social and economic benefits that have been identified are expected to be permanent. Again, the permanency of environmental effects will depend on the success of the mitigation measures required as part of the policies appraised or set.

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19 Airport Master Plan Sustainability Appraisal Report (November 2007)
out in other policies in the Core Strategy. In terms of timing, it is felt that the effects will be seen throughout the plan period (short, medium and long term) given that they are linked to development coming forward. However, the majority of the effects will probably be in the medium to long term because they will be reliant on economic conditions and cumulative development so it will take some time for this to happen.

7.17 Negative effects identified in this appraisal, such as an increased in air pollution and an exacerbation of the effects of climate change due to levels of growth, additional movement of freight and people, and additional levels of waste are likely to be mitigated by the implementation of other Strategic Policies. For example Strategic Policy 1 (Sustainable Development Principles) and Strategic Policy 31 (Sustainable Growth) seek to ensure that all new development is delivered in line with the principles of sustainable development, meeting sustainable building standards and reducing the need to travel. In addition, green infrastructure will contribute to reducing air and noise pollution as identified in the Liverpool Green Infrastructure Strategy and set out in Strategic Policies for Green Infrastructure (SPs 26 – 30).

**Strategic Objective Two – Create Residential Neighbourhoods That Meet Local Needs**

7.18 The policies that fall under this strategic objective are:

- SP9 – The Location and Phasing of Housing
- SP10 – Housing Provision in the City Centre
- SP11 – Housing Provision in the Urban Core
- SP12 – Housing Provision in the Suburban Areas
- SP13 – Housing Mix City Wide Principles
- SP14 – Housing Mix City Centre
- SP15 – Housing Mix Urban Core
- SP16 – Housing Mix Suburban Areas
- SP17 – Gypsy and Traveller Sites

7.19 Overall, the provision of new housing, in terms of its location, phasing, and mix, is considered to have positive effects especially when assessed against the environmental, economic, and social sustainability objectives. The policies also aim to ensure that the provision of new housing will deliver housing strategy objectives in
the Urban Core, which seek to broaden housing choice, deliver good quality housing and create healthy and sustainable residential neighbourhoods.

7.20 The nine Strategic Policies under this Objective will deliver a number of benefits in terms of the social sustainability objectives. In particular by meeting the housing needs of the community, including establishing frameworks to support the provision of affordable housing and meet the needs of gypsies and travellers. The design of new housing, including its standard/specification, will contribute to meeting health needs and reducing poverty by providing well-insulated and heated dwellings.

7.21 If new dwellings are built to appropriate standards and where they seek to include a measure of recycled material or renewable energy they will support the mitigation and adaptation work around the climate change agenda. In addition, increased numbers of population and households arising from new housing development will, for example, sustain community facilities such as schools and improve the viability of shopping centres.

7.22 In terms of the environmental sustainability objectives, the expected positive effects include addressing contaminated land and minimising surface water and fluvial flood risk with the focus on providing 90% of development on previously developed land and avoiding Flood Risk Zones 2 and 3. Efficient use of resources is expected, particularly of land and buildings in the city, with anticipated high levels in the city centre.

7.23 However, environmental effects associated with accommodating a high level of housing growth have been identified in the appraisal. These include increased levels of waste, increased use of water resources, impacts on air quality and high levels of development which could affect the City's ability to adapt to climate change. In addition, prioritising the reuse of previously developed land and buildings could result in loss, damage or fragmentation of wildlife habitats. However, most of the negative effects identified will be offset by other Strategic Policies in the plan, changes in statutory building regulation standards and compliance with requirements such as the Code for Sustainable Homes, and the incorporation of measures to ensure efficient use of water and energy within new developments (Strategic Policy 31 - Sustainable Growth). In addition, requirements for new development to incorporate green infrastructure into proposals (Strategic Policy 26 - Protecting and Enhancing Green Infrastructure) will help reduce climate change effects in the City. Other Strategic
Policies will also strengthen some of the positive effects identified, as new housing provision will be supported by new and existing accessible shops, community facilities, and job opportunities, as dealt with in Strategic Policy 18 (The Hierarchy of Centres for Liverpool). Negative effects of new housing on the World Heritage Site will be avoided or mitigated by Strategic Policies 24 (Historic Environment) and 25 (Liverpool Maritime Mercantile City World Heritage Site).

7.24 Widening and increasing the city’s housing offer will support the economic growth of the city. A more attractive residential offer will retain a greater proportion of people who work in the city, to live in the city, and reverse the long term trend of outward migration of people and jobs, thereby reducing the need to and distance of travel and so improving the sustainability of the Liverpool City Region in general. Increased housing, resulting in increased population and households will, however increase the demand for services provided within the city. Strategic Policy 1 (Sustainable Development Principles) will ensure that any essential infrastructure required to support new development is in place before the development is brought forward.

7.25 Some effects may be negative but also may be offset by other outcomes. For example the use of previously developed land and buildings for development instead of Greenfield sites could result in the loss of the biodiversity which has built up over time, in some cases a number of decades on some sites. However, this could be offset with by the increase in homes with gardens which Core Strategy policies are seeking. Similarly, there could be some negative impact on heritage, particularly as regards the World Heritage Site, given that it is located within the New Growth Point area. However, the provision of new housing within older (pre-1919 terraced) housing neighbourhoods will act as the catalyst to transform weak and failing neighbourhoods.

7.26 In terms of geographical scale, housing provision will occur across the city but will be concentrated according to the distribution determined by the spatial strategy. The housing trajectory is the assessment of the likelihood of the effects of new housing provision policies occurring, as it is based on the Strategic Housing Land Availability Assessment methodology of considering whether sites are deliverable, including an appraisal of suitability, availability, and achievability.

7.27 It is considered that these effects will be felt permanently, but the timing of the identified effects is likely to occur throughout the Plan period, but will depend on
market confidence. Indirect social effects are more likely to take longer to come about.

**Strategic Objective Three – Vital and Viable Shopping Centres**

7.28 The policies that fall under this strategic objective are:

- SP18 – The Hierarchy of Centres for Liverpool
- SP19 – City Centre Shops and Services
- SP20 – Urban Core Centre Hierarchy
- SP21 – Suburban Areas Centre Hierarchy
- SP22 – Out of Centre Facilities

7.29 Overall, the policies perform well across the range of sustainability objectives. While the inevitable increase in water consumption and waste generation that arises from physical development has some adverse impact, the policies will ensure that retail, leisure and community uses will be directed to the network of District and Local Centres, which are in highly accessible and sustainable locations. These centres provide a “front door” to the local neighbourhoods and are a focal point for local communities. It is essential that new retail and community services and facilities are directed to these defined centres to meet the needs of existing and future residents, reduce the need to travel for day to day goods, which in turn is likely to have a positive effect on reducing levels of poverty and improving health, maximising the potential for local job opportunities, contributing to an area’s local identity and enhancing the centre’s vitality and viability.

7.30 In addition, directing major retail, leisure and cultural uses to the City Centre will also have a number of positive environmental effects as the City Centre is highly accessible by a range of public transport modes, and an increased use of public transport will help reduce general road traffic into and from the city centre resulting in less congestion and fewer emissions from vehicles. It will also lead to the reuse of previously developed land and buildings, including those of historic importance, (including those within the World Heritage Site), which will assist their continued contribution to the character of Liverpool.

7.31 Improvements to the environmental quality of the City, District and Local Centres will be encouraged through development proposals, with regards to public realm, accessibility and green infrastructure. More detail on the approach for protection and
improvement of the green infrastructure resource in the City Centre can be found in Strategic Policy 28 (Green Infrastructure in the City Centre).

7.32 In addition, the City Centre is the Regional Centre for the Liverpool City-Region, and it is a major regional leisure, tourism and shopping destination. This policy will strengthen its role as the economic driver for the City and wider sub-region, building on recent regeneration benefits to create a successful, vibrant and attractive city centre. Directing investment to the District and Local Centres will achieve significant local benefits for deprived areas of the City, including enhancing the provision of local shops and services, new employment opportunities and creating a more vibrant and attractive environment. Investment will also support ongoing neighbourhood regeneration and support housing growth by being the focus for new community facilities and local shops to sustain new and existing residents.

7.33 Strategic Policy 22 (Out-of-Centre and Edge of Centre Retail and Leisure Facilities) seeks to restrict further development at out of centre locations, with the emphasis on achieving sustainable shopping patterns across the City. Although currently, these facilities will attract people away from existing District and Local Centres and the City Centre, and most likely in cars, restricting further development will limit additional impacts associated with higher volumes of traffic, and avoid further trade being diverted from the network of centres.

7.34 In terms of geographical scale, it is likely that the majority of the benefits will be felt at the local level, as the policies seek to improve the provision of retail and community services and facilities in communities to provide for day to day needs. The benefits of minimising air pollution through this policy by reducing the reliance on using the car will be felt in local neighbourhoods (which will contribute to improved health and wellbeing for residents with respiratory illnesses), as will a reduction in greenhouse gas emissions which will help contribute to reducing the predicted effects of climate change. In addition, directing major retail, leisure and cultural uses to the City Centre will strengthen its role as the economic driver for the City-Region, which will be felt beyond the Liverpool boundary in terms of prosperity and job opportunities etc.

7.35 In general, it is considered that the likelihood of the predicted effects occurring is high, some more so than others. Planning permission has been granted for proposals at Great Homer Street, a masterplan has been prepared for redevelopment at Stonebridge, initial proposals have come forward for improvements to the
Broadway District Centre, the proposals for redeveloping Edge Lane Shopping Park has been approved, and the planning application for Liverpool Waters have been received by the Council. The Liverpool Waters proposal is, however, a project to be delivered over a very long time scale, extending well beyond the Plan period until 2040 or later. In addition, improvements to other centres which would give rise to the positive effects identified in the appraisal depend on private sector investment, and the likelihood of them occurring will be driven by the market.

7.36 It is considered that the effects arising from these policies will be permanent; and in terms of timing, will be predominantly felt in the medium to long term. Many of the positive effects are linked to improving quality of life for residents – health, poverty, employment opportunities, as well as environmental quality of life, and it will take some time for these effects to be felt.

7.37 Negative effects identified in this appraisal, such as an increase in air pollution and exacerbation of the effects of climate change due to some increased reliance on the car, are likely to be mitigated by the implementation of other Strategic Policies. For example, Strategic Policy 1 (Sustainable Development Principles) seeks to ensure that all new development is delivered in line with the principles of sustainable development, which include the prudent use of resources and reducing the need to travel. Strategic Policy 34 (Improving Accessibility and Managing Demand for Travel) will require travel plans to manage demand and maximise accessibility to proposals by sustainable modes of transport. In addition, Strategic Policy 26 (Protecting and Enhancing Green Infrastructure) is likely to lead to an improvement in air quality, as identified in the Liverpool Green Infrastructure Strategy, and is also likely to have a positive impact on health. More detailed policies to manage the types of uses within each centre will be set out in future development plan documents to ensure that centres contain a variety of uses and to maximise vibrancy at all times of the day. This will avoid the proliferation of one type of use which may contribute to poor health and wellbeing.

Strategic Objective Four – Attractive and Safe City with a Strong Local Identity
7.38 The policies that fall under this strategic objective are:

- SP23 – Key Urban Design Principles
- SP24 – Historic Environment
7.39 The appraisal has shown that these policies perform well across the whole range of sustainability objectives. High quality design of buildings and spaces contribute to sustainable communities. A high quality urban environment contributes to the functioning of an area, its character, quality and image. It is a significant factor in helping to attract new investment and vital to the regeneration of Liverpool, as well as an essential ingredient in helping to make Liverpool an attractive and distinctive place for those who live/work in or visit the City. In Liverpool especially, the historic environment plays a particularly important role in Liverpool’s overall attractiveness.

7.40 The policies will have a wide range of benefits, in terms of creating an attractive and aesthetically pleasing environment which in turn could attract economic investment and increase job opportunities, and also ensure that the quality of new housing is enhanced. In addition, other positive effects could include improved health and well-being, improved quality of life, reduced levels of crime, and increased accessibility by improving links between different uses. However, policies that seek the protection and enhancement of the historic environment through new development may be seen as a barrier to investment, potentially increasing costs of redevelopment and diverting investment to areas of the City which would not be covered by these policies.

7.41 It is important to protect the historic environment, as it is a central part of our cultural heritage, sense of identity and local distinctiveness. Protecting the unique historic environment, especially the World Heritage Site (WHS), will ensure that it continues to play an important role in the tourism economy of the city, which has obvious effects for the local and sub-regional economy. The Core Strategy identifies a site within the WHS and Buffer Zone as a ‘Long Term Mixed Use Development Opportunity’. Liverpool Waters is the single largest development opportunity in the City and concerns have been expressed regarding any impact of new development on the Outstanding Universal Value (OUV) of the WHS. Any development within the WHS has the potential to have a negative effect on the OUV, but it is considered that SP24 (Liverpool Maritime Mercantile City World Heritage Site) and the World Heritage Sites Supplementary Planning Document (SPD) provides sufficient policy coverage to protect the OUV, with the SPD in particular providing more detailed guidance for new development proposals within this area to avoid/minimise negative effects, and to enhance the WHS.
7.42 In isolation, the policies for the historic environment and World Heritage Site do not encourage tourism, and the appraisal of these policies has shown that they are unlikely to give rise to significant adverse environmental effects. However, it is considered that the protection and enhancement of the WHS and other heritage assets, is likely to result in growth in tourism (which is a growth sector supported by SP3). This could result in a decrease in air quality especially if visitors are arriving by air or road.

7.43 In terms of geographical scale, it is likely that the majority of the benefits will be felt at the local level, for example, creating well designed neighbourhoods and spaces and protecting locally important buildings. In terms of mitigating climate change and contributing towards economic growth there will be an impact at a higher level. In general, it is considered that the likelihood of the predicted effects occurring is high, but this will depend on development proposals coming forward. Preparation of design guides and updating the Conservation Area Management Plans will be tools that will assist in the achievement of the objectives.

7.44 As these policies seek to protect and enhance the historic fabric of the city and promote design of buildings and spaces that are durable and adaptable, it is expected and intended that the effects will be permanent. In terms of timing, the effects will be seen in the short, medium and long term as development opportunities are realised. Some of the positive effects are linked to improving quality of life for residents in terms of health, poverty and employment opportunities, will take some time to be realised.

7.45 Strategic Policy 23 (Key Urban Design Principles) will help to strengthen positive effects of other Strategic Policies. For example, Strategic Policy 18 (the Hierarchy of Centres for Liverpool) seeks to ensure that the city has sustainable and accessible network of Local and District Centres. SP23 seeks to improve links between residential areas and these centres to maximise accessibility. Strategic Policies for Green Infrastructure seek to ensure that these linkages and routes are attractive to encourage walking and cycling to access local shops, services and facilities, as well as employment areas.

7.46 It is recognised that this suite of policies along with others will have a cumulative impact upon air quality and climate change in terms of increased international tourism and associated air travel. Although it will not be possible to restrict air travel, air
quality issues arising from increased traffic from the local area could be minimised by the policies for green infrastructure and sustainable transport.

**Strategic Objective Five – High Quality Green Infrastructure**

7.47 The policies that fall under this strategic objective are:

- SP26 – Protecting and Enhancing Green Infrastructure
- SP27 – Supporting Green Infrastructure Initiatives
- SP28 – Green Infrastructure in the City Centre
- SP29 – Green Infrastructure in the Urban Core
- SP30 – Green Infrastructure in the Suburban Areas

7.48 Overall, the policies perform well across the range of sustainability objectives, and in many cases especially well. The policies will ensure that the City has a multifunctional green infrastructure resource, providing a range of benefits. High quality green infrastructure makes an important contribution to the environmental quality of an area making it a more attractive place in which to live and work. It is essential that new housing growth, especially in the City Centre and Urban Core, which currently lack high quality green infrastructure, is supported by improvements to the resource. The policies support innovative measures where space is at a premium, e.g. green roofs/walls. Growth will present an opportunity to enhance the overall environmental quality and attractiveness of the area, as investment will be needed to improve green infrastructure to meet recreational, health, climate change adaptation, nature conservation and other requirements. The appraisal of these policies has identified a wide range of benefits such as improved physical and mental health and well-being, enhanced biodiversity, economic growth, and improved air quality. In addition to these direct impacts, a number of indirect effects have also been identified in the appraisal process, such as a reduction in the prevalence of poverty an anticipated outcome of increased economic investment and job opportunities for local people and by improving and enhancing access to areas of green space and other elements of social infrastructure.

7.49 The appraisal has not identified any negative effects for these policies, although due to the levels of growth needed to be delivered in Liverpool, there is likely that some of the existing green infrastructure resource will be needed to accommodate some of this growth. It is not possible to appraise the effects of this as the extent of this
change has not been dealt with in the Core Strategy, and will be appraised in subsequent development plan documents.

7.50 In terms of geographical scale, it is likely that the majority of the benefits identified will be felt at the local and city-wide level, as the policies seek to protect and enhance the green infrastructure resource in the City to meet the needs of the existing and future residential population. However, some effects will be felt beyond the City boundary, for example, economic growth and competitiveness will have a beneficial impact on the city-region economy as Liverpool is the driver of the city-region’s economy. Improvements to the quality of the environment are likely to improve the image of the city, and therefore increase its attractiveness to potential economic investors. Green infrastructure will help to contribute to improved diffuse air quality which will have an effect within and beyond the Liverpool boundary, although the extent of this is unknown. Using green infrastructure to link areas of open space and areas of biodiversity will facilitate species movement across Liverpool and into other local authority areas. In addition, protecting and enhancing the green infrastructure resource across the city will have a positive impact in terms of helping to mitigate the effects of climate change, especially helping to reduce surface water run-off and providing shade for increased temperatures; these will be felt within and beyond the City. Accessible green spaces such as allotments areas will also provide opportunities for residents to grow food locally, reducing food miles, helping to promote the availability of fresh fruit and vegetables to improve health and well-being, and also increase social cohesion.

7.51 In general, it is considered that the predicted effects of these Strategic Policies are likely to highly likely to occur; some are more likely than others. The likelihood of the effects occurring will depend on levels of investment, as enhancement of green infrastructure is most likely to be a result of development proposals. As these policies seek to protect and enhance green infrastructure, it is hoped that the effects will be permanent. However, this will be dependent on development pressures on the city beyond the Plan period. In terms of timing, it is considered that these effects will be felt in the short, medium and long term. Protecting existing green infrastructure assets will occur when the Core Strategy is adopted and when the policy can be implemented. Benefits accrued from new development will only occur once development proposals come forward and this will be affected by market confidence. Effects such as improved health and well-being, air quality and reduced climate change effects will take longer to materialise given their nature. Green infrastructure
will need to be self-sustaining and adapted to future climate change conditions, i.e. drought tolerant species, or be able to collect and hold water on site through Sustainable Urban Drainage Systems, for use in hotter, drier weather.

7.52 Positive effects identified in this appraisal have been considered to offset negative effects that have been identified in the appraisal of other Strategic Policies. The levels of growth that the City needs to deliver during the Plan period will give rise to some negative environmental effects, for example air pollution. However, it is considered that the Green Infrastructure policies (along with others) will help mitigate these negative effects. These policies in combination with the Strategic Policies for Vital and Viable Shopping Centres (SO3), and Attractive and Safe City (SO4) will help create attractive and sustainable neighbourhoods by ensuring that green infrastructure is an integral component of new development. The importance of improving green infrastructure in centres is now dealt with explicitly in the Retail policies as a result of this SA. Strategic Policy 18 (The Hierarchy of Centres for Liverpool) has been amended to explicitly set out that new investment proposals in retail centres should make improvements to the quality of the environment, including enhancements to the green infrastructure resource. Potential loss of open space as a result of the level of growth the City will deliver is likely to be offset by the green infrastructure policies that require green infrastructure to be integrated into new development proposals, and the focus on improving the quality of the green infrastructure resource.

**Strategic Objective Six – Use Resources Efficiently**

7.53 The policies that fall under this strategic objective are:

- SP31 – Sustainable Growth
- SP32 – Renewable Energy
- SP33 – Environmental Impacts

7.54 Overall, these policies have positive, or at the very least neutral effects when measured against the sustainability objectives. By concentrating on avoiding or mitigating effects of new development on the city’s physical environment (SP31 and 33), score positively against the physical sustainability objectives. The assessment of the policies against the social and economic based sustainability objectives is considered to have long-term beneficial impacts. International and national research has established a linkage between environmental factors and health and housing,
and also, competitiveness. However, a negative effect has been identified in terms of the reuse of brownfield land and the potential impact that could have on biodiversity through the loss of habitats.

7.55 The thrust of the Strategic Policy 32 (Renewable Energy) is to promote and support the move to a low carbon based economy, whereby decentralised energy generation decreases risks associated with energy security and local action on renewable/low carbon energy will support the climate change agenda in terms of reducing greenhouse emissions. Further, the relationship between the Sustainable Growth and Environmental Impacts policies and the socio-economic sustainability objectives can be more easily demonstrated by considering the effects if such policies were not in place and development was not required to address such effects. For example, not addressing flood risk would have negative effects on housing, accessibility, competitiveness, and in addition, would be failing to address some of the adaptation responses required under the climate change agenda.

7.56 In terms of geographical scale, the effects of these policies will occur across the city, at specific locations where new development occurs and possibly further afield. In terms of renewable energy, the spatial scale of the effects of this policy will be both very localised with benefits accruing to the occupants of the development and at the regional/national scale by reducing the carbon based energy generation component of the national grid.

7.57 The nature of the positive effects will be permanent, in that they are incorporated into development and will also influence, through design, the behaviour of occupants i.e. waste storage to promote recycling.

7.58 The likelihood of these effects occurring is dependent upon the delivery of other strategic policies covering residential development, economic development, retail, etc. Nevertheless, overall, the predicted effects are likely to occur. Some effects are highly likely to occur as the policy requirements are integral to bringing forward a development proposal i.e. remediation of contaminated land. There are caveats with other predicted effects, which may influence the degree to which a policy requirement can be implemented, particularly, in relation to viability and feasibility. In respect of viability and the degree to which higher levels of the Code for Sustainable Homes can
be achieved, evidence\textsuperscript{20} indicates that Level 3 of the Code is achievable for all residential development, and for some possibly Level 4; however, higher levels are unlikely in the short term due to market conditions.

7.59 In terms of \textit{timing}, it is considered that these effects will be felt in the medium to long term. Many of the positive effects are linked to improving quality of life for residents – health, poverty, employment opportunities, and it will take some time for these effects to be felt.

7.60 It is also important that some of the negative effects identified in the appraisal of other Strategic Policies will be offset by the requirements in this suite of policies. The level of growth that the City is required to deliver through the Core Strategy will inevitably have implications for environmental sustainability in the absence of the policies under this Strategic Objective. The Strategic Policies that deal with delivering new housing, economic growth and new retail, leisure and cultural facilities and associated infrastructure, will give rise to environmental effects but these will be offset by the policies that seek to ensure sustainable growth, encourage renewable energy and avoid impacts on sensitive environmental assets. Most of the requirements contained in these policies will be applied in conjunction with a range of other Strategic Policies covering residential, the economy and retail etc, to ensure that all proposals for new development achieve the objectives of the Sustainable Community Strategy and the City Council’s Climate Change Strategic Framework. These requirements will influence the sustainability aspects of design and standard/specification of development, i.e. Code for Sustainable Homes.

\textbf{Strategic Objective Seven – Maximising Sustainable Accessibility}

7.61 Only one policy falls under this strategic objective:
  \begin{itemize}
  \item SP34 – Improving Accessibility and Managing Demand for Travel
  \end{itemize}

7.62 Overall this Policy has scored well against the sustainability objectives. In particular, the policy performs well against the social objectives since it will help improve access to facilities and services, including employment opportunities. Liverpool benefits from a transport system which enables the vast majority of it to be accessible by most means of transport and which connects it effectively to the wider sub-region.

\textsuperscript{20} Strategic Housing Land Availability Assessment 2008
However, the appraisal of the policy has identified a negative effect in terms of implications for air quality and noise pollution, and possible surface water run-off, as the policy supports strategic road schemes which have been identified in the Local Transport Plan (LTP). However, the policy also supports schemes that will reduce the need to travel by non-sustainable modes, and to mitigate, as far as possible, any negative environmental impacts which may arise due to travel, including air quality. The policy also requires the provision of Travel Plans to show how demand for travel will be managed.

7.63 In terms of geographical scale, it is likely that the majority of the benefits, which will be brought about by improved accessibility, will be felt at the local level. In addition, other benefits are likely to be felt across a wider area as the Local Transport Plan covers the sub-region, and improvements to the accessibility will be felt not only by residents of Liverpool but by who commute into the city for employment, and also those visiting the City. Reducing reliance on using the car is likely to benefit those residents who live close to strategic roads, as evidence outlined in the Core Strategy Habitat Regulations Assessment states that pollution from vehicle emissions beyond 200m of the roadside is not significant.

7.64 In general, it is considered that the predicted effects of this Strategic Policy are likely to occur. The likelihood of the effects occurring will depend on levels of investment to support plans and programmes identified in the Local Transport Plan (LTP). This policy seeks to improve accessibility and manage demand for travel, it is hoped that the effects of this policy will be permanent. However, this policy is dependent on the operations of transport service providers and policies set out in the LTP. In terms of timing, it is considered that these effects will be felt in the medium to long term. Many of the positive effects are linked to improving accessibility which will be dependent upon projects identified in the LTP coming forward; therefore it could take some time for these effects to be felt.

7.65 Mitigating the negative effect of increased air pollution is likely to be assisted by the protection and enhancement of green infrastructure which is detailed in Strategic Policies 26-30, as green infrastructure can help improve air quality. Ensuring that all residents of the City are able to access local shops, services and community facilities by sustainable modes of travel is promoted by Strategic Policy 18 (The Hierarchy of Centres for Liverpool). This will reduce the need to travel by car which will have a positive impact on air quality.
Strategic Objective Eight - Maximising Social Inclusion and Equal Opportunities

7.66 Only one policy falls under this Strategic Objective:

- SP35 – Maximising Social Inclusion and Equal Opportunities

7.67 This policy has scored well against the economic and social objectives as the policy seeks to increase training and job opportunities for people that live in close proximity to the development site. This will have direct positive effects in terms of reducing long-term unemployment, increasing household incomes and reducing the prevalence of poverty. This is likely to have a positive effect on health outcomes, both physical and mental. In addition, the focus on utilising local supply-chain activities will have a positive impact on the health of local businesses which may lead to further recruitment, and will have a positive effect on the grow of the Liverpool’s economy.

7.68 In addition to social benefits, as recruitment to development sites will be targeted to proximate communities there may be a number of environmental benefits through reducing travel to work distances... For example, an improvement to air quality in the local area, and, indirectly and over the longer term, will contribute to the city’s adaption to predicted effects of climate change. Enabling people to walk or cycle to work will also improve the physical health of communities.

7.69 In terms of geographical scale, it is considered that these predicted effects will be felt at the very local level, in individual communities. However, it is also likely to have a positive impact on the city’s economy, further strengthening the city as the driver of the sub regional economy. Alongside other policies in the Core Strategy, it will help the city become a more sustainable and attractive place to live and work, and reduce levels of deprivation in local communities.

7.70 In terms of the likelihood of the effects occurring and timing of the effects, these are both dependent on development proposals coming forward and the negotiation of planning obligations/agreements. When these obligations are agreed, it is considered that the effects are likely to be temporary, more particular for targeted recruitment, training and supply-chain activities for the construction process. However, use of local labour from the most deprived areas will result in people having more experience and better skills which will increase their employability in the future, thereby having further positive effects for the city’s economy. It is unclear at this stage how effectively the planning obligations/agreements for the end-user employer
will be carried forward if there is a change in occupier of that development. It should be considered for further detail in a future development plan document.
8. Conclusions

Compliance with SEA Directive:

Annex 1 of the SEA Directive states that the Environmental Report should include:

“the likely effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects”

“an outline of the reasons for selecting the alternatives dealt with”

“the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme”

8.1 The SEA Directive requires an assessment of secondary, cumulative and synergistic effects, as well as the effects described in Section 7. The appraisal of Strategic Policies was done on an individual basis and did not take into account their impact on achieving the sustainability objectives when implemented with other policies in the Plan. This section describes the cumulative effects of all the policies and sets out how the Core Strategy will contribute to achieving the sustainability appraisal objectives.

Sustainability Appraisal Objective 1 – Natural Resources

8.2 As a result of the levels of growth to be delivered through the Core Strategy period (in SP2, and SP9), there inevitably will be some impact on the land resource, demand for energy and water resources. The city has a target of delivering over 40,000 new homes and population projections now suggest that the City’s population may increase by up to 16,000 by the end of the Plan period. Numerous factors could reduce these increases particularly the release of development sites in Green Belt locations by other Merseyside districts versus the economic viability of development on Liverpool’s predominantly brownfield sites.

8.3 In the medium to longer term, and in combination with other Strategic Policies, however, it is considered that these impacts will be kept to a minimum through the
implementation of SP31 and SP32, by requiring proposals for new development to incorporate measures to ensure high levels of water and energy efficiency, and for major developments to provide at least 10% of their required energy from renewable or low carbon sources. In addition, SP1 prioritises the reuse of brownfield land, and SP26 protects green infrastructure from inappropriate development.

**Sustainability Appraisal Objective 2 – Waste**

8.4 There will be an inevitable impact on achieving this objective due to the levels of growth that will be delivered in the City over the period to 2028. Predicted increases in the City’s population along with economic growth will result in an overall increase in the levels of waste generated, both from construction and subsequent day to day activities. The City’s recycling rates have increased significantly over recent years and there has been a move to more sustainable waste management infrastructure and so it is considered that the amount of waste sent to landfill will continue to fall over the long term.

8.5 In addition to this, waste minimisation will also be achieved through prioritising the reuse of previously developed land and buildings, seeking temporary recycling facilities on major demolition or construction projects and requiring proposals for new development to provide safe storage for different types of waste before collection (SP1 Sustainable Development Principles and SP31 Sustainable Growth). The Joint Merseyside Waste DPD will also contribute to reducing the amount of waste sent to landfill by moving waste up the waste hierarchy and through the provision of a network of sustainable waste management facilities.

**Sustainability Appraisal Objective 3 – Quality of Water**

8.6 Without investment in waste treatment infrastructure, there is the potential that further development may increase the risk of effluent escape into aquatic environments. The main wastewater treatment works for Liverpool at Sandon Dock is nearing capacity and without investment, growth could lead to potential environmental effects. In many urban areas, sewage treatment and surface water drainage systems are combined, and therefore a predicted increase in flood and storm events could increase pollution risk. This will be avoided by requiring essential infrastructure to support new development to be in place before development is brought forward. In addition, recent legislation requires proposals for new development to incorporate
Sustainable Urban Drainage Systems which will significantly reduce the risk of surface water flooding despite increased levels of development.

8.7 Other potential sources of water pollution could arise from the eutrophication effect of air pollutants, although the scale of this is unknown; and from surface water flooding events. However, the potential of this occurring is reduced by the spatial strategy of the Plan locating the majority of new development in the City Centre and Urban Core, and by a number of other measures that will reduce air pollution, such as encouraging use of sustainable transport modes (SP34), enhancing energy efficiency in new developments (SP31 and SP33) and protecting the green infrastructure resource (SP26).

**Sustainability Appraisal Objective 4 – Air, Light and Noise Pollution**

8.8 Significant levels of housing and economic growth are likely to result in a decrease in air quality in the City. Increased traffic volumes and energy use will have implications in terms of higher emissions. This could be greatest in the City Centre and Urban Core where there will be high levels of development. However, there are measures contained within the Core Strategy to minimise air pollution and reduce reliance on the car, encouraging active travel by creating an attractive and safe environment (SP23), protecting and enhancing green infrastructure (SP26) and increasing the energy efficiency of new development (SP23 and SP31).

8.9 Noise pollution is likely to be an issue in the short term, especially during construction phases. It may also be a problem for some residents who live close to main roads due to higher volumes of traffic as a result of growth. Noise, light and air pollution could be an issue for City Centre residents. This will be reduced through SP33 Environmental Impacts and through the use of key design principles in decision making to design out this potential.

**Sustainability Appraisal Objective 5 – Climate Change and Flood Risk**

8.10 Effects associated with growth, climate change and flood risk are well documented, and include an increase in emissions of greenhouse gases, heat island effect, higher rainfall and flooding events. In the short term, adverse impacts could be felt but as proposals for new development are assessed in relation to Core Strategy policies and recent legislation; negative effects associated with growth are likely to be reduced.
8.11 Taking all the Strategic Policies into account, and also national policy, it is likely that over the medium and long term, the predicted negative effects will be substantially reduced. For example, proposals for new development will be required to incorporate energy efficiency measures (SP31), use sustainable design and construction techniques (SP23 and SP31), protect and enhance green infrastructure (SP26) (especially in the City Centre and Urban Core where the majority of new development will be located), maintain a sustainable network of centres (SP18), avoid the use of land in flood risk areas (SP33), and prioritise the reuse of previously developed land and buildings (SP1). There are also requirements for new developments to incorporate Sustainable Urban Drainage Systems, and to be constructed in line with the Code for Sustainable Homes and BREEAM (SP23 and SP31).

Sustainability Appraisal Objective 6 – Land and Soil Quality

8.12 Over the Plan period, it is considered that the effects on soil quality will not be significant. The appraisal has recognised that although climate change can affect soil quality through removal of moisture, wind erosion and increased and more frequent surface water run off, the policies in the Plan will contribute to the City’s ability to adapt to climate change (SPs 1, 23, 26, 31, 33 and 34). In addition, despite the large number of homes to be delivered and protection of some 300ha of land for employment, the focus on prioritising the reuse of previously developed land and buildings (SP1), and the protection of green infrastructure (SP26) will help preserve soil quality on undeveloped sites. In addition, contaminated sites are likely to be remediated given the priority on the use of brownfield land (SPs1 and 31). However, in principle the City Council supports the expansion of Liverpool John Lennon Airport which will result in the loss of some Green Belt land at the Oglet in Speke (SP7). Development of this land will have significant adverse impacts on soil quality in this particular location.

Sustainability Appraisal Objective 7 – Cultural, Historic and Archaeological Assets

8.13 The focus on prioritising the reuse of previously developed land and buildings (SP1), and the protection of heritage assets (SP24) and World Heritage Site (SP25), will contribute to preserving Liverpool’s cultural and historic heritage and local distinctiveness. Negative effects could be felt if new development is not sympathetic to its surroundings but this will be avoided or mitigated through SP23, SP24 and SP25. In addition, SP26 will protect and enhance green infrastructure which includes
the protection of the setting of built heritage assets, Historic Parks or Gardens, and important geological sites.

**Sustainability Appraisal Objective 8 – Biodiversity, Species and Habitats**

8.14 The level of development to be delivered in the City, despite the priority to reuse brownfield land, is likely to impact on biodiversity and habitats. It is recognised that some brownfield sites are important habitat sites. However, it is considered that over the longer term, implementation of the policies on green infrastructure will aid the creation of new habitats within new developments. In the Urban Core and Suburban Areas, the focus will be on providing larger houses with gardens (SPs14 and 15) which, despite using more land, will provide habitats for wildlife and help the movement of wildlife across Liverpool. The Core Strategy supports the loss of Green Belt land to facilitate expansion of the Airport (SP7), which could have implications for wildlife, especially those species that use the land as supporting habitat from the Mersey Estuary SPA and Ramsar site. Potential effects have been considered through the Habitat Regulations Assessment, and any proposal (for expansion of the airport) ill need to be accompanied by a project level assessment. In addition, policies on green infrastructure (SPs 26-30) require proposals for new development to contribute to enhancing the green infrastructure resource, including through integrating biodiversity features and habitats. This is particularly emphasised in the policies for the City Centre (SP28) and Urban Core (SP29).

**Sustainability Appraisal Objective 9 – Travel and Sustainable Transport**

8.15 A range of policies in the Plan will reduce the need to travel (SP18), encourage the use of sustainable modes of transport (SP26 and 34), and improve accessibility to a range of day-to-day facilities and services. It is likely that benefits will be felt in the medium to long term but this will depend on whether opportunities for improving sustainable modes of transport, or facilities for encouraging active travel are delivered.

**Sustainability Appraisal Objective 10 – Good Quality, Affordable and Efficient Housing**

8.16 The Core Strategy will improve choice of housing in the City; the approach is largely based on the City’s Housing Strategy and will increase the provision of higher value semi-detached and detached houses with gardens (SPs9-16). The energy efficiency of new housing stock will be achieved through the requirement for new development to meet the Code for Sustainable Homes (SPs23 and 31), and the application of Building for Life or Lifetime Homes will maximise the sustainability of new housing to
meet needs of residents over a number of years (SP13). The approach to the provision of affordable housing will be based on the findings of the Strategic Housing Market Assessment, and the detail will be provided in a further development plan document.

Sustainability Appraisal Objective 11 – Safety, Disorder and Crime

8.17 A number of policies will contribute to reducing crime and disorder, and the fear of crime, although these will be indirect effects, and it may be in the medium and long term that these benefits will be felt. Urban design (SP23), increased job and training opportunities (SPs2-8 and 35), reuse of vacant buildings (SP1), vibrancy of the network of centres (SPs18-21) and regeneration in general will help increase pride, reduce anti-social behaviour and improve perceptions of safety across the City.

Sustainability Appraisal Objective 12 – Health and Health Inequalities

8.18 A number of policies working together will have a positive impact on addressing the health problems prevalent in Liverpool. Creating attractive environments, through policies on housing (SPs9-16), green infrastructure (SPs26-30), and urban design (SP23) will help to encourage residents to walk or cycle to access facilities, however this does depend on the behaviour of individuals and is somewhat beyond the control of the Core Strategy. The likelihood of this occurring will be enhanced through the policies in the Core Strategy. In addition, creation of new jobs (SPs2-8), resource-efficient housing (SP23 and 31) and easy access to local facilities (SP18), including green infrastructure (SP26) is likely to have a positive impact on the quality of life of residents and their health and wellbeing. Accessibility will be enhanced through new development and also through the delivery of LTP3 projects (SP34).

Sustainability Appraisal Objective 13 – Accessibility of Goods, Services and Amenities

8.19 Liverpool already benefits from a good transport system which enables the vast majority of the City to be highly accessible by most means of transport. By directing community facilities, services and local shops to the network of Local and District Centres (SP18), the Core Strategy will maximise accessibility for local residents, as these areas are highly accessible from residential neighbourhoods either by walking or public transport. Protecting and enhancing green infrastructure (SP26) will ensure that a key community amenity is as accessible as possible.

Sustainability Appraisal Objective 14 – Poverty, Deprivation and Inclusion
8.20 A number of Strategic Policies will contribute to reducing the prevalence of poverty and deprivation in the City. Creating an attractive environment (SP23) and safeguarding land for employment (SP2) will attract economic investment, increasing job opportunities. Reducing the need to travel (SP18) and energy efficient housing (SP23 and 31) will reduce household costs. More specifically, increasing economic inclusion through SP35 will target those sections of the City that are the most deprived.

Sustainability Appraisal Objective 15 – Educational Attainment and Lifelong Learning

8.21 Increasing opportunities for lifelong learning and training and improving educational attainment is an indirect effect of many of the policies in the Plan. Creating good quality, mixed and sustainable communities (SPs 2-8, 9-17, 18-22, 23 and 26) can have positive effects on people’s aspirations and attitudes towards learning. In addition, attracting economic investment could lead to a greater number of training placements, especially in growth sectors. There are also links between the natural environment (SP26) and informal and formal learning. Increasing the population in areas for housing growth (SP9) will also help sustain local schools.

Sustainability Appraisal Objective 16 – High and Stable Employment

8.22 The provision of an appropriate amount and quality of employment land (SP2) will attract economic investment and have a positive effect on employment levels by increasing the number of job opportunities available. Improving educational attainment, widening housing choice (SP9) (especially increasing higher value homes) and creating an attractive city through urban design (SP23) and green infrastructure (SP26) will attract both new residents and new investment. Employment rates will also increase through improving the health and wellbeing of residents so that they are able to work; as discussed above, the Core Strategy will contribute to improved health and wellbeing.

Sustainability Appraisal Objective 17 – Economic Competitiveness and Productivity

8.23 Creating an attractive city for economic investment, through provision of employment land (SP2), high quality designs (SP23), and good quality housing (SPs9-16) will attract businesses to Liverpool. Supporting key growth sectors (SP3) in particular will attract businesses in these sectors, and also businesses that provide related
services. In addition, the City is in a unique position, being home to the Airport and Ports (SPs 6 and 7) and the associated business they bring to the City.

8.24 Strategic Policies identify specific sectors for the Strategic Investment Areas (SPs 4-6), and businesses will benefit from being clustered together.

**Sustainability Appraisal Objective 18 – Vitality and Viability of Centres**

8.25 Overall, the Core Strategy will have a positive impact on the health of the network of centres (SPs 18-22) across the City. The approach of directing retail, community and leisure facilities into centres will have a considerable beneficial impact on the health of the centres, some of which are in decline. Improving the quality and choice of housing (SPs 9-16) in certain areas will lead to an increased population which will sustain shops and facilities within centres, and reduce the number of vacant units. As discussed above, policies which will help reduce household costs may benefit centres as residents will have more disposable income. The Core Strategy will have a positive effect on the City Centre, and consolidate its recent regeneration.
9. **Mitigation and Enhancement Measures**

9.1 Throughout the preparation of the Core Strategy, comments were received on both the content of the Core Strategy itself and the Sustainability Appraisal Report. These comments were taken into account at each subsequent stage of the Core Strategy preparation (including the development of the Strategic Policies), and also when undertaking the Sustainability Appraisal. Following the appraisal of the individual Strategic Policies and consideration of possible cumulative and synergistic effects, it is considered that the Core Strategy already contains sufficient policy tools within the Strategic Policies to avoid or mitigate the negative effects identified in the appraisal.

9.2 In addition, at the Revised Preferred Options stage, the Sustainability Appraisal focused on the appraisal of three alternative delivery strategy options. The findings of the appraisal concluded that the option of ‘Focused Regeneration’ was the most sustainable option. This option has been carried forward as the delivery strategy for the Submission Draft Core Strategy, and the Strategic Policies implement this strategy.

9.3 This appraisal resulted in slight amendments to a number of Strategic Policies, to improve their performance against the SA criteria. The paragraphs below show where these policies have been amended slightly.

9.4 The appraisal of Strategic Policy 23 (Key Urban Design Principles) identified a weakness, in that it did not explicitly encourage the creation of linkages between places, to increase permeability and support travel by sustainable modes of transport. The following bullet point was added: ‘support for increased permeability of the built environment, and strengthened linkages between places, by all sustainable modes of transport’. The policy now performs positively on the health and accessibility sustainability objectives.

9.5 The appraisal of the suite of policies under the Strategic Objective *Vital and Viable Shopping Centres* was not sufficiently explicit with respect to the definition of “environmental improvements to retail centres”. It was felt that a slight amendment to the wording of Strategic Policy 18 (The Hierarchy of Centres for Liverpool) would deliver improvements more specifically to green infrastructure within centres, to enhance their attractiveness and to facilitate movement of wildlife. The paragraph has been amended as follows (changes in italics): ‘Development proposals (including
new build, extensions and changes of use) within or on the edge of the City, District or Local centres should contribute, including through good design and/or developer contributions, to enhancing and maintaining the centre, particularly in respect of its environment (*including green infrastructure*), public realm and accessibility’.

9.6 The policies related to ensuring high levels of water and energy efficiency measures within new developments, and incorporation of decentralised and renewable, or low carbon, energy production, should be applied consistently to reduce negative effects associated with growth – increased emissions and increased demand for energy and water. In addition, planning permissions should ensure provision of appropriate waste facilities to maximise the ability for waste to be recycled.

9.7 There should also be a consistent approach to the application of policies which will protect and enhance the green infrastructure resource across the City, particularly in areas where high levels of growth are anticipated. This will help reduce adverse effects on the changing climate, provide opportunities to improve health, create/enhance habitats for wildlife, contribute to improving air quality and buffering noise pollution, and also support regeneration of these communities.

9.8 The Core Strategy deals with matters of strategic concern only: policy to deal with potential negative impacts of development will be provided in a further development plan document.
10. Implementation and Monitoring

**Compliance with SEA Directive:**

Annex 1 of the SEA Directive states that the Environmental Report should include:

"a description of the measures envisaged concerning monitoring"

9.1 Monitoring allows the actual effects of a plan to be tested against those predicted in its sustainability appraisal. It requires measurement of indicators which demonstrate a causal link between implementation of the plan and the likely significant effect being appraised.

9.2 The likely significant effects of the Core Strategy Strategic Policies that have been identified in this Sustainability Appraisal will be monitored to evaluate the success of these policies.

9.3 Sustainability Appraisal monitoring for the Core Strategy will be incorporated into the existing monitoring arrangements, and in particular the Annual Monitoring Report prepared for the Local Development Framework. This will include a number of ‘significant effects indicators’ which are considered the most important in measuring the significant environmental, social and economic effects of the plan that have been identified in the Sustainability Appraisal.

9.4 The Annual Monitoring Report already includes a number of indicators that are linked to the Sustainability Appraisal, which have been included in the AMR as a result of appraising earlier versions of the Core Strategy. Additional ‘significant effect indicators’ will be included in the AMR which reflect the findings of this latest Appraisal.

9.5 **Significant Effects Indicators:**

- Per capita reductions in CO2 emissions in the local authority
- Mode of travel to work
- Proportion of children in poverty
- Economic output – total GVA
- % vacant units and % A1 units in Local Centres in Urban Core
9.6 Any unforeseen adverse effects arising from implementation of the policies will be highlighted in the Annual Monitoring Report, and recommendations made as to the need for revisions to the Core Strategy.