

# Wirral Local Plan: Pre Submission Local Plan

Sustainability Appraisal Report

April, 2022

## Quality information

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# 1. INTRODUCTION

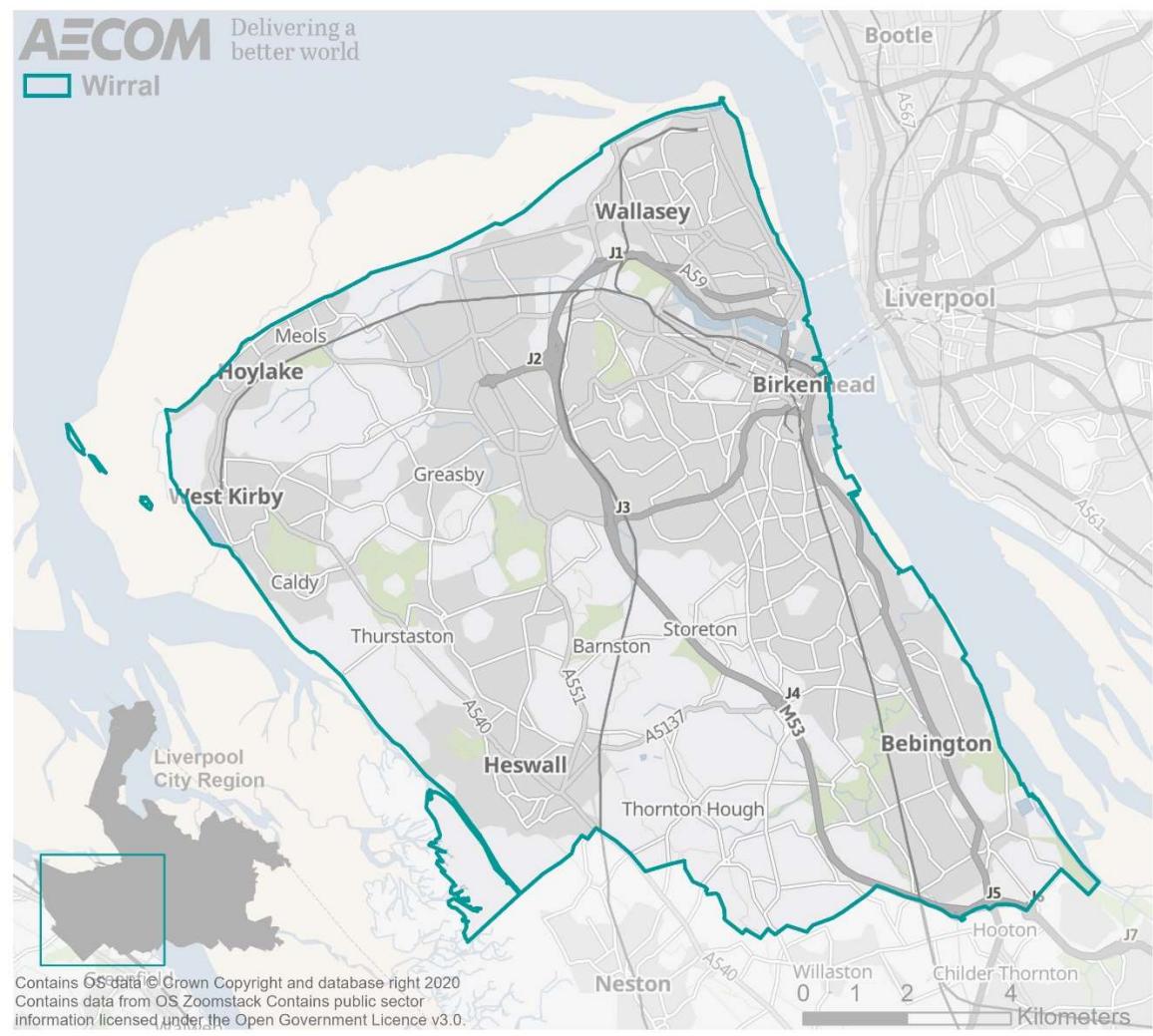
## 1.1 Background

- 1.1.1 AECOM has been commissioned by Wirral Borough Council to undertake a sustainability appraisal (SA) in support of the new Local Plan (the ‘Plan’).
- 1.1.2 The new Plan is being prepared in the context of new evidence (e.g. the Government’s standard method for assessing local housing need), the Spatial Development Strategy for Liverpool City Region, and changes to government policy approaches to affordable and brownfield housing.
- 1.1.3 The Plan preparation process has been iterative, as has the Sustainability Appraisal. As a result, there have been several key stages of consultation, each with accompanying Plan documents and Interim SA Reports.
- 1.1.4 At the current stage, the Council has developed its Pre-Submission version of the Local Plan. At this point, it is necessary to prepare a full SA Report, which appraises the Plan and brings together all previous stages of sustainability appraisal concisely.
- 1.1.5 The contents of an SA Report are prescribed through the SEA Regulations, which can be summarised as follows:
  - **Scoping:** Gathering information about the Plan area, identifying key issues and setting methodologies.
  - **Appraisal of alternatives:** Establishing and appraising the reasonable approaches that can be taken to deal with key Plan issues (i.e. Housing and Employment growth and distribution).
  - **Appraisal of the Plan:** Undertaking an appraisal of the whole Plan.
  - **Mitigation and Enhancement:** Recommendations are made throughout the SA process to respond to negative effects and to maximise the positives.
  - **Monitoring:** Indicators are identified to monitor the Plan effects (in particular any significant effects).
- 1.1.6 This SA Report includes consideration of each of these key steps, in line with the guidance set out in the National Planning Policy Guidance.

## **1.2 Summary of the Local Plan**

- 1.2.1 Wirral needs a new Local Plan to provide a strategy for future development in the Borough. It will provide clear guidance on what development will and will not be supported in particular areas. The Local Plan policies will cover a wide range of topics, but will focus particularly on the following key issues:
- Providing sufficient homes of the right type and quality to meet community needs
  - Providing employment opportunities in attractive locations
  - Planning for the infrastructure needed to support the local economy
  - Protecting and enhancing the environment
  - Tackling climate change
  - Supporting more sustainable modes of transport and patterns of travel.
- 1.2.2 The Plan period will run from 2021-2037, with the requirement for review at least once every five years.
- 1.2.3 Wirral is one of the constituent authorities within the Liverpool City Region, which is a wider geopolitical area with close relationships in terms of housing markets, economies, transport links and environmental catchment areas. The Liverpool City Region Combined Authority was established to provide strategic direction across these areas on a range of matters, and is currently working towards a Spatial Development Strategy. This strategy will be an important planning document that will interplay with local authority plans, including the Wirral Local Plan.
- 1.2.4 The Wirral Local Plan area is depicted on figure 1.1 below. Whilst the Local Plan policies only apply to the administrative area of Wirral, it is recognised that there are relationships with neighbouring areas.

**Figure 1.1:** The Wirral Local Plan area



## **2. SCOPING**

### **2.1 Background**

- 2.1.1 The Scoping stage of the SA process is used to establish the key issues that should be the focus of the appraisal, as well as the assessment methodologies. It involves a review of policies, plans and programmes and collection of information and data to establish an understanding of the baseline position.
- 2.1.2 This process results in the identification of key sustainability issues, which form the basis for focusing the SA on the most important factors. It also informs a series of sustainability objectives, which are used as a framework for appraising the effects of the Plan.
- 2.1.3 This information was gathered and presented in a Scoping Report, which was published in March 2019. This Report was consulted upon to gather feedback from stakeholders on the scoping outcomes and the information gathered.
- 2.1.4 Scoping (and SA more generally) is an iterative process, and so the scope of the SA has been updated as appropriate as the Plan progressed. The following key sustainability issues are those that have been identified through the scoping process in 2019 and have informed the sustainability appraisal framework.

#### **Air quality**

- 2.1.5 There are no AQMAs in the Borough and recent trends indicate key pollutant levels are decreasing.
- 2.1.6 Despite this, a number of traffic hot spots have been identified by WBC, suggesting that it will continue to be important to closely monitor air quality in the Borough.

#### **Biodiversity**

- 2.1.7 Wirral's unique geography gives it particular biodiversity significance, reflected by the number of international, national and locally designated sites partially or entirely within the Borough, namely:
  - Three Ramsar sites, plus an additional adjacent site;
  - Three Special Protection Areas, plus an additional adjacent SPA;
  - Two Special Areas of Conservation;
  - 11 Sites of Special Scientific Interest; and,
  - 69 locally designated sites of biological importance.

2.1.8 Wirral also contains a variety of coastal and non-coastal BAP priority habitats

#### **Climate change adaptation**

2.1.9 Coastal parts of the Borough are potentially vulnerable to tidal flooding with the main sources of flooding being the Dee and Mersey estuaries and Liverpool Bay.

2.1.10 Tidal flood defences are in place to protect some particularly vulnerable areas of coastline, and there is a degree of natural protection from sand dunes and sandy foreshore.

2.1.11 Fluvial flood risk is present, and occasionally high, adjacent to a number of smaller watercourses which crisscross the Borough. It is anticipated that climate change will increase sea levels and cause weather to become more variable. It is therefore likely that the flood risk from tidal sources in the Borough will continue to increase over time.

#### **Climate change mitigation**

2.1.12 Falling CO<sub>2</sub> emissions in Wirral broadly reflect a UK-wide trend, though emissions per capita in Wirral are low in relation to those at regional and national level.

2.1.13 Offshore wind generation represents a very significant proportion of renewable energy installed capacity in Wirral. Whilst this demonstrates the Borough is almost uniquely well placed to take advantage of wind power, there could be potentially to increase additional sources of renewable energy generation, such as photovoltaic solar panels, to further reduce the Borough's reliance upon non-renewables.

2.1.14 Wirral Waters and wider regeneration opportunities represent both good practice and an ongoing opportunity to utilise the potential of green infrastructure as a means of mitigating the effects of unavoidable climate change.

#### **Economy and Employment**

2.1.15 As traditional industrial and manufacturing employment declines, increasing opportunities are being found in key growth sectors, with particular strength evident in maritime and marine industries.

2.1.16 Despite the general decline in traditional industry, a number of significant long term employers remain, including Unilever and Cammell Laird.

- 2.1.17 The nationally significant Wirral Waters redevelopment, as part of the Mersey Waters Enterprise Zone, is anticipated to deliver significant new employment opportunities over the plan period.
- 2.1.18 There are significant commuting flows to and from Liverpool and Cheshire and this connectivity is a key part of Wirral's economic vitality.
- 2.1.19 SMEs and start-up businesses are notable employers, pointing to the vibrancy of small business in the Borough and the availability of the necessary skills and investment for the sector to flourish.

### **Health**

- 2.1.20 There are a range of green or open spaces within the Borough, serving both the urban core, such as Birkenhead Park, and the rural and coastal areas, such as North Wirral Coastal Park. Connectivity between these spaces is uneven in places.
- 2.1.21 Health deprivation is unevenly distributed, with areas of significant health deprivation evident in Birkenhead and the north east of the Borough whilst very low health deprivation is evident in the Borough's more affluent west and south.
- 2.1.22 This suggests that despite a number of strategic healthcare and green infrastructure assets in the Borough, access to or take-up of these services is uneven and accessibility could be enhanced for those most at risk of suffering poor health outcomes.

### **Heritage**

- 2.1.23 There is a rich variety and distribution of designated heritage assets present within the Borough, including 8 Scheduled Monuments, 26 Conservation Areas and at least 722 nationally listed buildings.
- 2.1.24 There are 14 designated heritage assets identified by Historic England as being at risk ranging from gardens to churches to entire conservation areas.
- 2.1.25 The Wirral Waters and wider Birkenhead regeneration project offers significant opportunities to enhance the historic fabric of the Borough and enhance understanding and appreciation of Wirral's industrial heritage.

### **Housing**

- 2.1.26 Wirral's 2020 draft SHMA identifies an annual need of 783 dwellings for the Borough.

- 2.1.27 The 2016/2017 Annual Monitoring Report (AMR) records an average delivery over the preceding five years of 383 dpa meaning current rates of housing delivery will need to be significantly boosted to meet housing need. However, over the last five years, the average rate of delivery has averaged 544 each year.
- 2.1.28 The final SHMA update 2021 identifies a need for 374 affordable homes each year.
- 2.1.29 There is evidence to support a programme of accommodation delivery to help meet the needs of older people and those with disabilities
- 2.1.30 The Wirral Waters and wider Birkenhead area regeneration offers a strategic long term opportunity for substantial brownfield housing delivery and 13,000 units have outline permission already.

### **Land and Soils**

- 2.1.31 Land with potential to be ‘best and most versatile’ agricultural land is present across non-urban areas of the Borough including areas of Grade 2 and widespread areas of Grade 3, though this is largely not sub-divided into 3a and 3b. Development outside the existing urban areas is therefore likely to have potential to affect BMV land, though there could be potential to direct this away from areas of Grade 2
- 2.1.32 There are opportunities to deliver some new development on brownfield sites within the Borough, though this is a finite resource and can be challenging to fully unlock.
- 2.1.33 There is very limited minerals-related activity within the Borough, and evidence suggests potentially winnable deposits are heavily constrained, aside from the existing Carr Lane site.

### **Landscape**

- 2.1.34 A significant proportion of the Borough, over 46%, falls within the Green Belt, including the majority of non-urban land and a number of smaller settlements.
- 2.1.35 There are no Areas of Outstanding Natural Beauty within or near to the Borough.
- 2.1.36 The Borough is split between two distinct National Character Areas, the Wirral NCA and the Merseyside Conurbation NCA.

- 2.1.37 There is considerable diversity of localised character in the Borough with thirteen landscape character areas identified by the 2009 Wirral Landscape Character Assessment and Visual Appraisal.

### **Population and communities**

- 2.1.38 There are areas of both notable affluence and entrenched deprivation within the Borough, creating a complex and nuanced range of community needs.

- 2.1.39 The Borough's aging population could mean that certain existing services and facilities, such as social care, will be placed under additional pressure over the plan period and it will be important that opportunities to enhance community service infrastructure through future development are fully realised.

### **Transport**

- 2.1.40 Around 72% of the population own a private vehicle and cars and vans represent the most popular travel to work method at around 38%. The next most popular method is by foot at just 5%, suggesting a relatively high level of car-dependency.

- 2.1.41 Wirral has good internal and external connectivity to transport networks, and there is a clear transport corridor at the east of the Borough along the alignment of the M53, A41 and railway line.

- 2.1.42 This corridor is already home to a concentration of services, employment and infrastructure and will likely provide some of the most sustainable locations for growth, though there could be a risk of pushing the existing infrastructure over capacity without enhancement where necessary.

- 2.1.43 The A540 corridor could have potential to provide a focus for more limited growth in the west of the Borough. There is limited strategic east-west connectivity within the Borough.

- 2.1.44 No significant or long standing congestion issues emerge in relation to the M53, though increasing traffic levels in the key A41 corridor are expected to result in issues over the plan period without intervention. A number of schemes are anticipated to come forward in response to this.

- 2.1.45 The Borough's rail network is good and train travel represents a much higher proportion of travel to work than elsewhere in the North West. Despite this remains a low proportion of people's travel choices overall, suggesting there could be opportunities to unlock further growth in sustainable travel to work.

## Water

- 2.1.46 The Borough is supplied with water by United Utilities and falls within the Integrated Water Resource Zone, the largest WRZ supplied by United Utilities.
- 2.1.47 The aquifer beneath the Wirral peninsula is approaching abstraction capacity, meaning that increased efficiency in new homes will be an important part of ensuring stable and safe supply over time.
- 2.1.48 The outcome of the scoping report and public consultation was the following SA Framework:

**Table 2.1** The SA Framework

SA Topic	SA Objectives
Air quality	<p>Seek to build on current air quality achievements by minimising air pollution more generally, such as through supporting or enabling the use of low emission technologies and encouraging sustainable modes of transport such as walking and cycling.</p> <p>Locate and design development so that current and future residents will not regularly be exposed to poor air quality.</p>
Biodiversity	<p>Minimise, and avoid where possible, impacts to biodiversity, both within and beyond designated and non-designated sites of international, national or local significance.</p> <p>Achieve biodiversity net gain including through the long term enhancement and creation of well-connected, functional habitats that are resilient to the effects of climate change.</p>
Climate change adaptation	Adapt to current and future flood risk by directing development away from the areas of the Borough at the highest risk of flooding from all sources and provide sustainable management of current and future flood risk through sensitive and innovative planning, development layout and construction.
Climate change mitigation	Continue to drive down CO2 emissions from all sources by achieving high standards of energy efficiency in new development, by providing attractive opportunities to travel by sustainable means and by protecting land suitable for renewable and low carbon energy generation, including community schemes.

SA Topic	SA Objectives
Economy and employment	<p>Ensure that education and skills provision meets the needs of Wirral's existing and future labour market and improves life chances for all, including by enabling older people and people with physical and mental health conditions to stay in employment.</p> <p>Support a strong, diverse and resilient economy that provides opportunities for all, enhances the vitality of the Borough's town and local centres including through the identification of further regeneration opportunities, particularly in the most deprived areas. This could include support for the social enterprise, voluntary and community sectors.</p>
Health	<p>To improve the physical and mental health and wellbeing of Wirral residents and reduce health inequalities across the Borough and between local communities.</p>
Heritage	<p>Protect, conserve and enhance heritage assets, including their setting and significance, and contribute to the maintenance and enhancement of historic character through design, layout and setting of new development.</p>
Housing	<p>Support timely delivery of an appropriate mix of housing types and tenures, including a focus on maximising the potential from strategic brownfield opportunities, to ensure delivery of good quality, affordable and specialist housing that meets the needs of Wirral's residents, including older people, people with disabilities and families with children.</p>
Land and soils	<p>Promote the efficient and sustainable use of natural resources, including supporting development which avoids the best and most versatile agricultural land and development which makes effective use of previously developed land.</p>
Landscape	<p>Protect and enhance the character, quality and diversity of the Borough's landscapes and townscapes through appropriate design and layout of new development, including the preservation of important open gaps between settlements, mindful of the need to make careful choices about Green Belt release.</p>
Population and communities	<p>Support good access to existing and planned community infrastructure, including green infrastructure, for new and existing residents, mindful of the potential for community needs to change over time.</p> <p>Improve perceptions of safety and fear of crime and to help remove barriers to activities and reduce social isolation.</p>

SA Topic	SA Objectives
Transport	<p>Ensure that the provision of infrastructure is managed and delivered to meet local population and demographic change whilst helping to reduce congestion and travel times. This includes providing infrastructure that maximises accessibility for all and connects new housing developments to the public realm, including key services.</p>
Water	<p>Promote sustainable forms of development which minimises pressure on water resources, water consumption and wastewater flows, including the use of innovative features and techniques where possible, to maintain and enhance water quality consistent with the aims of the Water Framework Directive.</p>

## **2.2 Assessing the compatibility of objectives**

- 2.2.1 At an early stage of plan making, a vision and objectives are established to provide a framework for developing a suitable strategy and supporting policies. This is an important stage as it sets the foundation for the key areas of focus for the Local Plan. It is from here that the Council can explore different ways in which the vision and objectives could be achieved.
- 2.2.2 To ensure that the Plan objectives are broadly compatible with the SA Objectives, a high-level compatibility assessment was undertaken at this early stage (prior to the issues and options consultation). This was to help inform the final objectives and to ensure that the Plan objectives strike a suitable balance between the different pillars of sustainable development.
- 2.2.3 The findings from this initial assessment are presented below, followed by a discussion as to how the findings were taken into consideration when finalising the Plan Objectives.

### **The draft Plan Objectives (Pre-Issues and Options)**

- 2.2.4 The draft Plan objectives developed by the Council prior to the issues and options consultation are set out below, followed by a discussion of how these related to the SA Objectives.
  - SO1: To support sustainable approaches to the location, design, construction, operation and impact of new development, to mitigate and adapt to the impacts of environmental change and promote the transition to a low carbon Borough.
  - SO2 To support the regeneration of Birkenhead Town Centre and Wirral Waters and their hinterlands
  - SO3 To support the provision of up to 59.5 hectares of land for new B-class use and growth of up to 11,400 jobs, particularly within the existing employment areas in east Wirral and the Borough's existing town, district and local centres.
  - SO4 To provide a minimum of 12,045 net new dwellings to meet Local Housing Need and the need for affordable housing while supporting investment in areas of greatest need of physical, social, economic and environmental improvement.
  - SO5 To support a competitive and diverse rural and visitor economy.

- SO6 To promote sustainable travel and direct new development to locations which will provide easiest access to existing centres, high-frequency bus and rail corridors, pedestrian and cycle routes.
- SO7 To support the provision of shops, services, cultural, health and community facilities within easy reach of local communities
- SO8 To ensure that new development will preserve and enhance locally distinctive characteristics and assets, which make Wirral a healthy and attractive place to live, work and visit.
- SO9 To apply a risk-based approach and direct inappropriate development away from areas most at risk of coastal, river or surface water flooding.

### **Discussion of compatibility**

- 2.2.5 Given the broad nature of high-level Plan objectives, it is difficult to accurately predict ‘significant effects’, through a comparison of objectives. Therefore, the appraisal identified whether objectives shared a degree of compatibility or not.
- 2.2.6 It is also important to acknowledge that there are inherent synergies and conflicts between certain objectives. The aim was to ensure that measures could be taken to minimise incompatibilities and make the most of synergies.
- 2.2.7 Table 2.2 below sets out a visual summary of the compatibility assessment.

**Table 2.2:** Draft Plan Strategic Objectives (SO) Vs Sustainability Appraisal Objectives (SA)

	<i>SO1</i>	<i>SO2</i>	<i>SO3</i>	<i>SO4</i>	<i>SO5</i>	<i>SO6</i>	<i>SO7</i>	<i>SO8</i>	<i>SO9</i>
<i>Air Quality</i>	+								
<i>Biodiversity</i>									
<i>Climate Change</i>									+
<i>Climate Change</i>	+								
<i>Economy and</i>		+	+		+				
<i>Health</i>									
<i>Heritage</i>	+							+	
<i>Housing</i>					+				
<i>Land and Soils</i>									
<i>Landscape</i>									
<i>Population and</i>							+		
<i>Communities</i>									
<i>Transport</i>						+			
<i>Water</i>									

	Very compatible
	Compatible
	Uncertain or insufficient information

	Incompatible
	Very incompatible
	Neutral / No clear link

- 2.2.8 The comparison of objectives revealed that most of the draft Local Plan objectives were compatible with the SA Objectives, with some being very compatible. The reasons for this are discussed further below.
- 2.2.9 None of the draft objectives were found to be incompatible or very incompatible, but there was some uncertainty about the compatibility of certain draft Plan objectives and SA Objectives.
- 2.2.10 In the main, this related to the draft plan and SA objectives potentially being incompatible with one another, and the potential to generate negative effects. However, there was not sufficient evidence to suggest that both objectives could not be achieved in a compatible way.
- 2.2.11 For example, the draft plan objectives which sought to boost economic growth and housing delivery (SO3 and SO4) could possibly lead to development in sensitive landscape locations and could affect the setting of heritage assets. This would be at odds with ‘Landscape’ and ‘Cultural Heritage’ SA Objectives, which seek to protect and enhance the character, quality and diversity of the Borough’s landscapes and the historic environment. However, the precise locations for growth had not been determined at this stage and it was assumed that growth could possibly involve the opportunity for enhancement.
- 2.2.12 Consequently, it could not be said with certainty that the draft plan objectives and SA objectives were outright incompatible with one another. Addressing these uncertainties is one of the key aims of the SA process to ensure that the Plan is delivered in a sustainable way.

### **Objective Compatibility Assessment**

- 2.2.13 The draft plan objectives were broadly compatible with the SA Objectives. Where this was not the case, there was generally no link, or uncertainties.
- 2.2.14 The draft plan objectives that promoted economic growth and urban regeneration (SO2, SO3 and SO5 in particular) are compatible with a number of SA Objectives. Notably, this includes the economy and employment SA Objective, which is concerned with establishing a strong and resilient local economy, creating employment opportunities and identifying opportunities for regeneration of town and local centres.

- 2.2.15 Other compatibilities were recorded with regards to health and wellbeing, as economic growth and regeneration ought to involve improvements to the public realm as well as providing job opportunities and access to new services and facilities. Such improvements are likely to have a direct positive effect on the health and wellbeing of local people. Likewise, enhancement of the built environment through regeneration (SO2) is compatible with SA Objectives that seek to protect and enhance the historic environment (Heritage objective).
- 2.2.16 The draft plan objectives also set a requirement for sustainable and high-quality development (SO1 in particular). This approach is broadly compatible with most SA Objectives including those that seek to conserve and enhance the built environment (Heritage and Landscape objectives), promote the transition to a low carbon Borough (Climate change mitigation and Air quality objectives) and promote healthy lifestyles (Health and population objectives).
- 2.2.17 A number of draft Plan Objectives dealt with specific issues such as; improving the provision of sustainable forms of transport (SO6 Transport accessibility), support the provision of shops and community services and facilities (SO7 Neighbourhood Services), and directing development away from areas most at risk of flooding (SO9 Flood Risk). As would be expected, these are very compatible with SA Objectives that seek to achieve the same outcomes. For example, SA Objective 'Climate change adaption' has direct links to flood risk management and avoiding development in areas of high flood risk and is therefore very compatible with SO9.
- 2.2.18 These objectives indirectly address other sustainability issues and thus share some degree of compatibility. For example, draft Plan Objective SO6 promotes sustainable forms of transport and thus is compatible with the air quality SA Objective which seeks to encourage sustainable modes of transport such as walking and cycling.
- 2.2.19 The aims of draft Plan Objective SO7 to improve the provision of local shops and community services should enhance the vitality of the Borough's town and local centres and encourage regeneration, meets the aims of the Economy SA objective, whilst also being very compatible with SA Objectives concerned with communities.
- 2.2.20 Similarly, by directing inappropriate development away from areas of flood risk, draft Plan Objective SO9 indirectly avoids water contamination, maintaining water quality. Land in proximity to water bodies is of ecological importance, either for biodiversity value or for its contribution to a wider ecological network supported by the water corridor.

- 2.2.21 Therefore, a risk-based approach that directs development (especially insensitive development) away from waterbodies could reduce potential adverse effects on biodiversity too; making these objectives compatible.
- 2.2.22 Draft Plan objective SO4 set out a minimum requirement for new dwellings, the need for affordable housing and a principle for this to be delivered in areas with greatest need for physical, social, economic and environment improvement. As expected, this is very compatible with the SA objective for ‘Housing’, and also compatible with social objectives that are influenced by housing provision (For example SA Objectives concerning health, community and population).

### **Identified Uncertainties**

- 2.2.23 The greatest uncertainties were related to draft Plan Objectives SO3 and SO4 (with multiple uncertainties), with further certainties identified for SO2, SO6 and SO8 (but only for single objectives). These uncertainties are discussed below. At this stage, recommendations were made as to how the Plan could move forward in a way that ensures that sustainable growth can be achieved.

#### SO3 and SO4

The issues associated with these objectives are broadly the same; namely that employment and residential growth could potentially lead to negative effects upon environmental assets such as landscape, heritage and land and soil.

*Recommendations:* The assessment of objectives concluded that it would be important for subsequent stages of the SA to appraise locations for growth to ensure that positive effects are maximised and negative effects are avoided and neutralised. The Plan also could be improved by including a specific reference to the need to achieve net environmental gain. If this is a key Plan objective, then alternatives and options that do not deliver such principles would be less likely to be pursued. Given that these Plan Objectives state the amount of growth to be planned for, it should be assumed that any alternatives that would not achieve these aims would be deemed unreasonable.

#### SO8

The issues associated with this draft Plan Objective is that ensuring development will preserve and enhance locally distinctive characteristics and assets could possibly be a constraint to economic growth and housing.

*Recommendations:* Similar to SO3 and SO4, there will be a need to ensure that housing and economic growth can take place in a way that supports continued protection of the built and natural environment. To ensure that this is a central aim of the Plan, it was suggested that the need to ensure ‘environmental net gain’ was added as a Plan objective.

Implementing a growth strategy that is compatible with environmental protection and enhancement goals would demonstrate that the Plan can be delivered in a way that achieves ‘sustainable development’.

## SO2

This Plan Objective commits to the regeneration of Birkenhead Town Centre and Wirral Waters. There are important environmental designations in close proximity including The Mersey Narrows and North Wirral Foreshaw Ramsar Site, The Dee Estuary SAC, Mersey Narrows SSSI, Bidston Moss Local Nature Reserve and notable areas of deciduous woodland. The principle of growth in this area is established through outline permission for the area (and several reserved matters applications which have followed), this includes arrangements for securing mitigation for potential impacts on biodiversity. Whilst this should therefore help to ensure that environmental effects are minimised (and thus the Plan Objectives ought to be compatible with environmental protection objectives), the precise details, phasing and amounts of growth within the Plan period have not been firmly fixed. Therefore, there are potential incompatibilities between this Plan objective and a need to protect environmental interests such as water quality and biodiversity. These issues will be addressed through the EIA process, but can also be explored at a more strategic level through the SA.

With the inclusion of Plan Policy SO2, it was presumed that the strategic approach to development would need to include an element of growth in Wirral Waters and surrounding areas. The options could be differentiated in terms of how much growth is to be planned for / relied upon to meet development needs in the Plan period (given that the wider scheme may take up to 40 years to deliver in full). What was clear though, is that options that did not seek to deliver this objective would not be considered to be reasonable alternatives.

## **Summary and Recommendations**

- 2.2.24 The draft Plan Objectives and the SA Objectives were mostly compatible, with no major incompatibilities noted.
- 2.2.25 SO3 and SO4 set the context for reasonable alternatives relating to employment and housing growth (i.e. options that would not achieve the aims would be considered to be outright unreasonable approaches).
- 2.2.26 SO2 set the context for reasonable alternatives in that the regeneration of Birkenhead and the development of Wirral Waters should form a key part of the spatial strategy. Any options that did not consider these factors would therefore be unreasonable.
- 2.2.27 To avoid potential incompatibilities with environmental objectives, it was recommended that SO2 could be amended to reflect the importance of environmental features nearby (Biodiversity, water quality / hydrology).

2.2.28 It was also suggested that an additional objective could be added, or existing objective(s) amended to promote the principle of 'environmental net gain'.

### **Updates to Plan objectives**

2.2.29 The Plan Objectives were amended following the issues and options consultation; taking account of the findings in the SA, other evidence documents and consultation feedback. Some changes were made to the objectives to ensure that they reflected the evidence and feedback received, but they very broadly remained the same with the final objectives expanding on earlier versions.

2.2.30 The role of the compatibility assessment was to help inform the Plan Objectives before they were finalised. It was considered unnecessary to undertake further compatibility assessment on the updated Plan objectives as this would add little value to the SA and plan-making process.

2.2.31 The focus of the SA moving forwards was to explore and appraise options for delivering the Plan objectives. These issues are addressed in Chapters 3 through to Chapter 6 which follow.

# **3. ISSUES AND OPTIONS STAGE: ESTABLISHING REASONABLE ALTERNATIVES**

## **3.1 Background**

- 3.1.1 To inform the development of the Local Plan the Council explored a range of different ways in which it could achieve the aims and objectives for the Plan.
- 3.1.2 The consideration and appraisal of options was undertaken at key stages of the plan-making process to help inform decision-making in relation to key Plan issues. Table 3.1 below summarises the SA process and outputs at key milestones, demonstrating how and when options were tested and how they evolved as the Plan continued in its development.
- 3.1.3 The rest of this section discusses the consideration and appraisal of options at the issues and options stage. Chapter 4 which follows explains how further alternatives were explored following the Issues and Options Consultation.

**Table 3.1:** Consideration of Reasonable Alternatives

<b>Plan milestone</b>	<b>Summary of options appraised</b>	<b>SA outputs</b>
Issues and Options Consultation (January 2020)	Spatial Options addressing the quantum and distribution of housing	Scoping Report Update (September 2019)  Interim SA Report (December 2019)
Pre Submission Consultation (Reg19)	Refined spatial options for housing growth  Site options for housing and employment	SA Report (December 2021)

## **3.2 Identifying reasonable alternatives**

- 3.2.1 A range of specific policy matters were discussed and proposed approaches were put forward in the Council's Issues and Options Consultation document (January 2020).

- 3.2.2 However, the SA does not need to appraise alternative approaches to every single policy matter if they are considered non-strategic in nature.
- 3.2.3 The Issues and Options document mostly dealt with strategic matters, particularly spatial options for how the housing and employment needs of the borough could be met. The SA work undertaken at this stage therefore focused upon these matters which are at the heart of the Plan.

### **3.3 Spatial strategy options**

- 3.3.1 At issues and options stage, the Council was seeking to meet identified housing needs, as calculated using the Government's standard methodology. This worked out at approximately 12,000 homes in total over the plan period when an allowance for demolitions had been taken into account.
- 3.3.2 This was the only level of growth considered to be reasonable at this stage. Any options that would not meet this target were considered to be unreasonable by the Council as sufficient land had been identified without significant constraints (to justify not meeting the housing needs target).
- 3.3.3 With regards to distribution, the Council sought to identify 'constant' elements of supply that would be the starting point for determining the spatial strategy. A range of housing sites were identified with an assumption that these would come forward as part of the housing delivery target regardless of spatial approach. There were also assumptions about committed sites, windfall and conversions, and the amount of growth that would be delivered at Wirral Waters (4000 dwellings over the plan period). The Council then explored how further housing land could be included in order to ensure that housing needs were met in full.
- 3.3.4 Four different options were identified, with two focusing on further urban intensification and two focusing on potential Green Belt release. Table 3.2 below sets out a summary of the presumed housing supply for each of the spatial options. Appendix A illustrates each of the strategic spatial options in map form.

**Table 3.2:** Breakdown of housing supply for the strategic options

	Option 1a/1b	Option 2a	Option 2b
Existing permissions (April 2019)	1,396	1,396	1,396
Deliverable sites + urban allocations	9,845	7,345	7,345
Windfall, net conversions and change of use, and empty homes	3,600	3,600	3,600
Green Belt dispersal	/	2,500	/
Heswall Urban Extension	/	/	2,500
Total	14,841	14,841	14,841

- 3.3.5 With regards to employment growth, the strategy was presumed to be broadly the same for each of the four spatial options.
- 3.3.6 The employment sites proposed for development at this stage were identified as attractive and reasonable locations for growth. This was based upon and led by the findings of employment land review evidence.

#### **Option 1A: Urban Intensification**

- 3.3.7 The option for Urban Intensification plans for all the Borough's development needs to be met within the existing urban areas, by developing urban sites and by increasing densities across all the settlements in Wirral. This is reasonable alternative as it allows for the release of Green Belt land to be avoided.
- 3.3.8 The principal element of this option is the reliance upon deliverable and developable sites within the urban area as identified from the SHLAA. To meet needs in full though there would be a need for intensification and rationalisation of certain sites. Intensification would provide for more than 12,000 homes should all sites be brought forward, whilst additional housing sites would provide a further 2,174 dwellings.
- 3.3.9 Option 1A could therefore deliver up to 14,841 dwellings should all the potential sources of supply be brought forward successfully (providing a 'buffer' of supply to ensure that 12,000 homes would be delivered).

#### **Option 1B: Urban Intensification (stepped approach)**

- 3.3.10 This is a variation of Option 1A, but would involve a lower rate of growth in the first five years and higher growth in the latter years of the Plan period. The overall amount of growth delivered would still be the same though and would be distributed in the same way. The difference is one of phasing / timing.

## **Green Belt Release**

- 3.3.11 At issues and options stage, the Council considered it reasonable to explore how Green Belt release options would compare to an urban intensification option. At this stage, there was some uncertainty about the scale of growth that could be achieved in the urban area, and therefore it would be reasonable to explore the implications of Green Belt release.
- 3.3.12 The Council identified urban intensification as its preferred option at this stage as there is an aspiration to achieve regeneration and avoid the unnecessary release of Green Belt land. There was therefore an assumption that all deliverable sites in the SHLAA would form a part of any option.
- 3.3.13 However, there was also a recognition that certain sites in the urban area had deliverability questions that could mean they do not come forward within the Plan period. Should multiple sites have remained in this category, then there could have been a shortfall in housing provision over the Plan period.
- 3.3.14 In a worst-case scenario, if additional housing sites were not found to be deliverable in the Plan period, it was calculated that there could have been a shortfall of up to 2,500 homes across the Borough. Whilst the Council did not envisage that this situation would arise (at least not to such an extent), it was considered necessary to explore the implications of Green Belt release as a contingency approach. As such, several approaches to Green Belt release were identified as reasonable alternatives.
- 3.3.15 Given the large amount of land that could potentially be brought forward in the Green Belt, the Council set several parameters to ensure that the most appropriate locations were considered first.
- 3.3.16 First, sites falling entirely within flood zone 3 or with a statutory environmental designation (such as a SSSI) for example, were excluded. Next, only weakly performing Green Belt parcels were identified as potential development locations, with priority given to those with a developer or landowner interest.
- 3.3.17 After applying these ‘filters’ two main patterns of development presented themselves. These are summarised below.

### Option 2A: Dispersed Green Belt release

- 3.3.18 This option proposed the release of a series of small to medium sized areas of land, which when added together would allow sufficient land to be allocated to meet any residual housing needs within the Plan period.
- 3.3.19 There was a range of sites / broad locations that could be released from the Green Belt to meet residual housing needs under this option. The Council had identified a list of sites that it considered to be most appropriate at this stage given current knowledge of deliverability and other site factors. However, a wider pool of sites could be considered should there be a need to release additional sites.
- 3.3.20 **Appendix A** illustrates the location of the pool of sites that would be involved under this approach.

### Option 2B: Urban expansion

- 3.3.21 The alternative option to dispersed release was to focus development more strategically into a single larger area around an existing settlement. This option still relied on the weaker performing Green Belt areas but grouped these together to identify a larger area for urban expansion.
- 3.3.22 The Council initially identified two areas that could potentially be suitable. The first was on land west of Barnston Road, Heswall. The second was land to the south and west of Eastham.
- 3.3.23 Both these urban expansion variations were appraised in the SA. However, the Council subsequently concluded that the constraints associated with land involved with the Eastham option render it inappropriate as a logical urban extension.
- 3.3.24 **Appendix A** illustrates the parcels of land that are presumed to be involved under each of these approaches.
- 3.3.25 The SA (and plan-making) are iterative processes, and therefore the options appraisal findings have evolved as the options have been tweaked and finalised. For this reason, the appraisal of Option 2A in the SA makes reference to a wider range of Green Belt parcels than those identified in the Issues and Options consultation document. As the parcels were ‘shortlisted’ and the final Option 2A was established, the SA findings were updated, but the initial discussion of the wider pool of Green Belt parcels was retained for completeness and context.
- 3.3.26 Similarly, two urban expansion options were identified initially by the Council.

- 3.3.27 The SA explored the effects associated with both of these approaches (i.e. Heswall and Eastham/Bromborough). However, the Council subsequently determined that the Eastham extension was not a reasonable alternative (due to deliverability issues), so the findings have been excluded from the SA Report.

### **Unreasonable alternatives**

- 3.3.28 The Council considered a range of other alternative approaches, but ultimately determined that these were unreasonable. The reasons for this are outlined below.

#### Plan for a Lower Level of Housing Growth than that identified by the Standard Method

- 3.3.29 The Council considers that planning for a level of housing growth below the level set by the standard method would not meet local housing needs, be contrary to national policy and would therefore not be a reasonable alternative given that a key objective of the plan is to support housing delivery and economic growth.

- 3.3.30 The Council considered comments submitted at the Regulation 18 Issues and Options Stage arguing that the Housing need figures were too high and too low.

- 3.3.31 The Wirral Strategic Housing Market Assessment 2021 (SHMA) (paras 4.28 to 4.30) considers alternative demographic evidence and states that within Planning Practice Guidance, there is provision to use an alternative to the standard method where exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. Representations made to the council during the emerging Local Plan consultation process have proposed there are exceptional circumstances relating to the demographics of Wirral which need to be taken into account.

- 3.3.32 A report prepared by the University of Liverpool has carefully considered the representations and claimed areas of Wirral exceptionalism. Many of the submissions related to the shortcomings of the Standard Method calculation. However, the report was unable to find any persuasive evidence that these shortcomings in the Standard Method apply to Wirral in a way that is exceptional compared to the way in which they also apply to other local authorities. On this basis, and under the current government guidance, the report found that there was no strong case for deviating from the Standard Method approach to estimating housing need using the official 2014-based projections as outputs.

Plan for a Higher level of Housing Growth to increase provision of affordable and specialist housing

3.3.33 There is strong evidence presented in the SHMA that the existing pipeline of affordable housing to be provided by RPs will make a considerable contribution to meeting the Borough affordable housing needs and no uplift in the housing need figures is required. The SHMA also concludes that the need for C3 accommodation will be delivered as part of the housing need figure and that no further uplift is required.

Plan for a Higher level of Housing Growth to meet housing needs from other authorities

3.3.34 No request under Duty to Cooperate has been received from another local authority for assistance in meeting their unmet housing needs.

Unreasonable alternatives for the distribution of housing growth

3.3.35 The following options were found to be unreasonable and have not been tested in the SA:

Alternative	Justification
Meet assessed needs for housing through a combination of allocations within existing Primarily Residential Areas and reallocation of parks and open space for housing	There is insufficient supply of housing land within existing Primarily Residential Areas (as defined on the UDP) to meet the need for housing over the plan period. This option would involve the shortfall being met through the reallocation of parks and open spaces sites for residential development. However, no open space sites have been identified as surplus in the Wirral Local Plan Open Space Study and as such this would be an unreasonable alternative.
Meet the assessed needs for housing only through release of sites in the Green Belt	The Council determined that it could meet a large amount of the Borough's development needs within existing urban areas. The two green belt options identified as reasonable at the issues and options stage are not alternative strategies to the Council's preferred option of urban intensification but were proposed as measures to address a potential shortfall in the housing land supply in the urban area at that time.

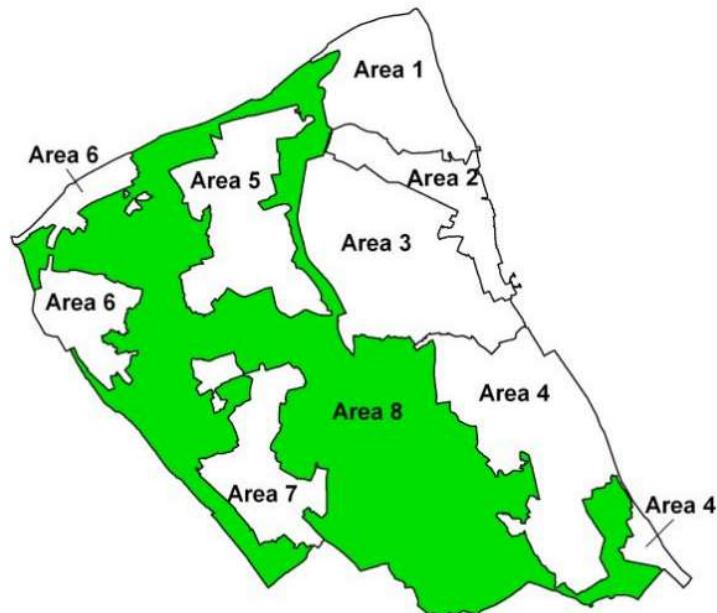
### **3.4 Duty to Co-operate considerations**

- 3.4.1 The Council during its Local Plan process has been actively participating with the other six Liverpool City Region (LCR) authorities of Halton, Knowsley, Liverpool, St Helens, Sefton and West Lancashire in plan-making activities. The duty to co-operate requires local planning authorities to co-operate with other Councils and bodies to address strategic cross-boundary issues when preparing local plans. Therefore there is a potential possibility that some development requirements (economic or housing) could be met outside the Wirral in adjoining authorities. Growth which could not be met within the current urban area of the Wirral could potentially be provided in adjacent authorities.
- 3.4.2 A Statement of Common Ground has been prepared, and within this the LCR authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods. Therefore, at this stage, it is considered unnecessary for Wirral to explore strategies whereby housing needs from other authorities would be met in Wirral (and vice versa).
- 3.4.3 The LCR authorities will keep this issue under review as the individual councils prepare updated development plans. Where local authorities' local plan evidence indicates that they will not be able to accommodate their local housing needs the processes for agreeing the distribution of this unmet need will be set out in future updates of this statement.
- 3.4.4 The emerging Liverpool City Region Spatial Development Strategy will also be an important vehicle for addressing such issues if necessary.
- 3.4.5 Wirral Council also engaged separately with Cheshire West and Chester Council which bounds Wirral to the south and a separate Statement of Common Ground will need to be prepared and agreed with them. It has been indicated that Cheshire West and Chester would not be able to accommodate any of Wirral's housing needs as this would require the release of Green Belt.

### **3.5 Appraisal methods**

- 3.5.1 The appraisal of the spatial options identifies and evaluates ‘likely significant effects’ in relation to the baseline position. This draws on the sustainability topics/objectives identified through scoping as a methodological framework.
- 3.5.2 It is important to note that effects are predicted taking account of the effect characteristics and ‘significance criteria’ presented within Schedules 1 and 2 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered, i.e. the potential for the options to impact an aspect of the baseline when implemented alongside other plans, programmes and projects.
- 3.5.3 Every effort is made to predict effects accurately; however, this is somewhat challenging given the strategic nature of the options under consideration and understanding of the future baseline. Given uncertainties there is a need to make assumptions, e.g. in relation to plan implementation and aspects of the baseline that might be impacted.
- 3.5.4 Assumptions are made cautiously and explained within the text (with the aim to strike a balance between comprehensiveness and conciseness/accessibility). In some instances, given reasonable assumptions, it is not possible to predict ‘significant effects’, but it is nonetheless possible and helpful to comment on merits (or otherwise) of the options in more general terms.
- 3.5.5 The appraisals have been undertaken primarily using professional opinion informed by quantitative information, site visits, and technical studies.
- 3.5.6 The appraisals are structured on the basis of 8 existing settlement areas identified in Wirral as follows:

Settlement Area 1: Wallasey  
Settlement Area 2: Commercial Core  
Settlement Area 3: Suburban Birkenhead  
Settlement Area 4: Bromborough and Eastham  
Settlement Area 5: Mid Wirral  
Settlement Area 6: Hoylake and West Kirby  
Settlement Area 7: Heswall  
Settlement Area 8: Rural areas



- 3.5.7 The appraisal highlights the potential effects at each of these settlement areas to demonstrate how the effects might differ across the Borough for different areas. An overall conclusion is then drawn which considers the effects for the Borough as a whole.
- 3.5.8 **Appendix B** sets out the full appraisal of each option against the SA Framework. Section 4 presents the overall effects for each option against each SA Objective, then sets out a series of ‘effects profiles’ for each option which visualise the nature and extent of effects involved.

# 4. ISSUES AND OPTIONS STAGE: SUMMARY OF APPRAISAL FINDINGS

## 4.1 Introduction

- 4.1.1 This section presents a summary of the appraisal findings at Issues and Options Stage, in relation to the spatial options against each of the SA Objectives. These findings were derived from a more detailed appraisal of the options which considered the effects of each option in specific locations across the Borough and then in combination / as a whole (see **Appendix B**).

## 4.2 Air Quality

- 4.2.1 There are no AQMAs in the Borough, but annual monitoring reveals several locations where air quality has exceeded targets for maximum nitrogen dioxide emissions. Development that could worsen emissions in these areas or expose people to poor air quality should therefore be avoided if possible. Conversely, strategies that promote sustainable modes of travel ought to be supported.
- 4.2.2 All three options involved employment growth in broadly the same locations, with substantial development land identified near Port Sunlight / Bromborough and also in locations complementing Wirral Waters. These would therefore be likely to act as major attractors of car trips (with potential negative effects in terms of air quality). The extent to which trips were likely to take place along routes which already suffer from poor air quality, and the number of trips being made by car rather than sustainable modes would determine the effects for each option.
- 4.2.3 **Option 1A/1B** involved growth in the urban areas within the Borough, with most new residential development identified in the Commercial Core. Development in this location would have very good access to employment opportunities, which would reduce the need to travel to access such opportunities. There were also good public transport links which could mean that additional growth is able to access employment opportunities and other services further afield such as in Liverpool and at Port Sunlight / Bromborough. It was still likely that car trips would be generated though, and this could involve traffic along routes that have been highlighted as being of concern in terms of nitrogen dioxide emissions (for example along the New Ferry Bypass), and the A552.

- 4.2.4 However, the length and number of trips that would need to be made under this option ought to have been reduced by virtue of the good connections to services that were available in proposed development locations.
- 4.2.5 Additional residential sites were located in Mid-Wirral and at West Kirby in particular. These areas are less well-located and may lead to an increase in car trips. However, there are local services and some local job opportunities that could help to limit car travel.
- 4.2.6 Overall, **Options 1A/1B** involved urban focused development that should ensure that growth does not lead to notable increases in emissions from traffic in most locations. Though there was substantial growth proposed in areas that experience poorer levels of air quality, there was a good connection between employment and housing opportunities and this should help to promote sustainable modes of travel. Overall, **minor positive effects** were predicted in this respect as air quality ought to improve in the main.
- 4.2.7 However, some locations could experience **minor negative effects** as growth would be drawn to proposed employment locations, which were mostly concentrated in the built-up areas of Birkenhead that are more vulnerable to poor air quality.
- 4.2.8 **Option 2A** would involve release of weakly performing Green Belt parcels at dispersed locations across the Borough. This would involve locations that are less well related to employment opportunities and are likely to be reliant on car trips. Though this could increase emissions along routes toward key employment and retail areas, the implications were unlikely to be significant given the dispersed nature of growth. Overall, **minor negative effects** were predicted in relation to green belt growth. In the urban areas **minor positive effects** were predicted in the longer term (associated with a focus on accessible urban locations). Given that some growth was drawn away from the urban locations, air quality in these locations might be under slightly less pressure from local traffic movements, and thus negative effects in this respect were less likely.
- 4.2.9 **Option 2B** involved focused growth in a single urban extension. An extension at Heswall would likely involve substantial car trips toward employment opportunities at Port Sunlight and Wirral Waters, which could cause a worsening of air quality along key routes (For example the A552). With this approach though, the majority of residual development would be located in an area with low levels of ambient air pollution (which is beneficial in this respect). There is also a train station which could potentially help to offset trips. Overall, **minor negative effects** were predicted in relation to green belt growth.

4.2.10 In the urban areas **minor positive effects** were predicted in the longer term (associated with a focus on accessible urban locations).

4.2.11 Given that some growth was drawn away from the urban locations, air quality in these locations might be under slightly less pressure from local traffic movements, and thus negative effects in this respect were less likely.

#### Air Quality Effects: Option 1a/1b

Urban development and employment (Intensification)	
<i>Positive effects of excellent accessibility and modal shift throughout the urban areas</i>	<i>Increased congestion due to urban concentration</i>

#### Air Quality Effects: Option 2a

Urban development and employment	Dispersed Greenbelt
<i>Positive effects of excellent accessibility and modal shift throughout the urban areas</i>	<i>Increased congestion</i> <i>Longer trips and more car usage from peripheral locations</i>

#### Air Quality Effects: Option 2a

Urban development and employment	Settlement Expansion
<i>Positive effects of excellent accessibility and modal shift throughout the urban areas</i>	<i>Increased congestion</i> <i>Concentrated increases in car use and longer trips, offset by public transport links</i>

[Link to Overall Impact Summary](#)

### 4.3 Biodiversity

- 4.3.1 There were common elements to each of the spatial options that were likely to generate negative effects with regards to biodiversity.
- 4.3.2 Of particular note was that the majority of the employment sites were located in waterside locations, along the River Mersey and Liverpool Bay. The majority of these sites are close to a number of biodiversity assets and are at risk of having negative effects upon these assets along with species natural habitats. Though development would be required to avoid and mitigate effects and ultimately achieve net gain, the potential for negative effects in these locations does exist.

- 4.3.3 Each option performed differently in relation to impacts upon local settlement areas across the borough, how new development can bring forward local benefits to the green infrastructure and local species.
- 4.3.4 **Option1A** promoted urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral. The locations that option 1A focused on are a mix of urban and waterside locations that fall within the impact zones for the River Mersey SSSI, SPA and SAC, along with sites in the Liverpool Bay impact zones. The majority of sites are brownfield, most of which are thought to have limited value, but others may be rich in species and natural habitats where natural regeneration has occurred. It is anticipated that permanent effects on biodiversity should be avoidable, but it would be important to manage disturbance and pollution that could affect waterside environments in particular. This left a question mark over the potential for **minor negative effects**.
- 4.3.5 In terms of functionally-linked land, the HRA concluded that the urban housing sites were likely to offer limited value, and so **neutral effects** in this respect were predicted.
- 4.3.6 The majority of the remaining housing sites were small – medium in scale and dispersed throughout the borough, which was likely to minimise the opportunities to enhance and connect the green infrastructure network through onsite improvements alone. In this respect, only **minor positive effects** were predicted and were likely to occur in the longer term.
- 4.3.7 Larger site options may be able to deliver some strategic green infrastructure improvements, which can help with wildlife and biodiversity enhancement. This could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters.
- 4.3.8 **Option 1B** would have the same effects as Option 1A, but these would occur mostly in the longer-term. Biodiversity value may have increased on some urban sites in the longer term due to natural regeneration. Therefore, the potential for negative effects could potentially rise slightly, but there was uncertainty.
- 4.3.9 **Options 2A and 2B** were less negative with regards to growth impacting on biodiversity in waterside locations (due to a lower scale of growth in the urban areas). However, a substantial degree of growth would still occur in such areas, and there are other locally important habitats present across the Borough that overlap with weak performing Green Belt parcels.
- 4.3.10 For some parcels, a loss of greenfield land could also have had potentially significant negative effects in terms of being functionally linked to the SPA / SAC sites. Both Green Belt approaches involved land that could provide this function.

- 4.3.11 For **Option 2A** additional effects on local wildlife would depend upon the exact sites involved in a dispersed Green Belt release approach.
- 4.3.12 The majority of identified parcels that could be involved did not overlap significantly with designated or biodiversity action plan habitats. The most likely issues with this option related to disturbance to adjacent habitats and ensuring that net gain is achieved. Given that the developments are strategic in nature, this ought to have been possible. However, a loss of potential functionally linked land would mean that offsite compensation may also need to be secured.
- 4.3.13 Taking the above factors into account, **minor** to **significant positive effects** were predicted overall for **Option 2A** to reflect the potential to improve ecological value on green belt sites across a number of locations across the borough (not just one such as the urban extensions). However, their use to support Ramsar / SPA / SAC species constitutes **potentially significant negative effects**. The choice of sites ought to provide some flexibility in avoiding the most sensitive locations and making the best out of opportunities for enhancement.
- 4.3.14 A development east of Heswall (**Option 2B**) overlaps less dramatically with BAP habitat, and therefore, enhancement was more likely to be achieved. For example, by reducing the developable land on the site and including green spaces and woodland retention on the sites, which could bring forward benefits for local habitats and species. However, a loss of potential functionally linked land would mean that avoidance, mitigation and offsite compensation may also need to have been secured.
- 4.3.15 Taking the above factors into account, **minor positive effects** were predicted for **Option 2B** to reflect the potential to improve ecological value on green belt sites in this part of the borough (in addition to the effects that would arise due to urban concentration). However, the use of such land to support Ramsar / SPA / SAC species constituted **potentially significant negative effects** in this location.
- 4.3.16 It should be noted that for each option, the potential for enhancement was mentioned. However, this was not factored fully into the assessment, as there were no details at this stage as to what would be involved, and whether this would be achievable. This does not mean that significant or minor negative effects are a certainty though, as it is acknowledged several site options fell into areas that have been identified as green infrastructure enhancement areas.
- 4.3.17 All three options would also present **potential significant negative effects** associated with employment growth along the Mersey Estuary coastline.

## Visual summary of effects

### Biodiversity Effects: Option 1a/1b:

Urban development and employment (Intensification)		
<i>Short term negative effects on waterside environments</i>	<i>Long term net gain ought to occur, but might be limited in urban areas</i>	<i>Employment growth located in sensitive locations</i>

### Biodiversity Effects: Option 2a

Urban development and employment			Dispersed Greenbelt	
<i>Short term negative effects on waterside environments</i>	<i>Long term net gain ought to occur, but might be limited in urban areas</i>	<i>Employment growth located in sensitive locations</i>	<i>Habitat enhancement opportunities</i>	<i>Potential loss of functionally linked land</i>

### Biodiversity Effects: Option 2b

Urban development and employment			Settlement expansion GB	
<i>Short term negative effects on waterside environments</i>	<i>Long term net gain ought to occur, but might be limited in urban areas</i>	<i>Employment growth located in sensitive locations</i>	<i>Habitat enhancement opportunities</i>	<i>Potential loss of functionally linked land</i>

[Link to Overall Impact Summary](#)

## 4.4 Climate Change Adaptation

- 4.4.1 **Options 1A / 1B** involved dispersed growth in the urban areas on mostly brownfield land. In this respect, new development is unlikely to substantially alter drainage patterns, as it would not result in wholesale changes in the amount of hardstanding. The majority of sites identified for residential development were within flood zone 1, and so neutral effects were predicted in the main. However, some important sites fall within flood zones 2 and 3 and/or are affected by surface water flooding:
- SHLAA 2068 in Moreton was proposed for housing and is entirely within flood zone 2 and 3. There were also associated employment uses in this location, but this may be an appropriate use.
  - SHLAA 0752 overlaps with significant areas of flood zone 2 and 3.
  - SHLAA 2008 is heavily affected by surface water flooding.
- 4.4.2 These sites would place residents at risk of flooding, and therefore significant negative effects were possible in these locations. Mitigation measures would clearly need to be secured to ensure that development is appropriate.
- 4.4.3 Overall, **minor negative effects** were predicted with regards to flooding. The majority of new development would be in areas that are not at risk of flooding and would not increase flood risk elsewhere. However, there were some important exceptions where significant flood risk exists (as highlighted above).
- 4.4.4 Development throughout the urban areas should present an opportunity to introduce urban greening measures, which can help with climate change resilience for wildlife and human health. This could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters, in terms of helping to reduce a potential heat island effect. However, these benefits would be reliant upon such measures being incorporated into new development. Given the lack of space and the intensification involved in the urban areas, it is unclear the extent to which urban greening will be achieved. Therefore, uncertain **minor positive effects** were predicted.
- 4.4.5 **Option 2A** involved dispersed growth on greenfield land. A range of potential sites were identified, with some exhibiting limited risk of flooding, whilst others are intersected by watercourses and therefore parts of the sites fall within flood zone 2 and 3. There were areas of surface water flooding concern on each of the sites also to differing extents. The scale of the sites should mean that where flooding is an issue, it is possible to avoid such areas.

- 4.4.6 There should also be good opportunities to design developments that mimic natural drainage patterns and ensure no net increase in run-off. Consequently, a **neutral effect** was predicted for the residual growth.
- 4.4.7 **Option 2B** would have similar effects to Option 2A. The potential urban extension to Heswall was at risk of flooding from Prenton Brook, as well as there being pockets of surface water flood risk throughout the site. The strategic nature of development should allow for these areas to be avoided though and for SUDs to be incorporated that ensure no net increase in surface water run-off or flooding. Consequently, a **neutral effect** was predicted overall for this option.
- 4.4.8 For both Green Belt approaches, a loss of greenfield land could reduce the ecosystem services associated with natural and semi natural land (such as food management, reduction in urban heating, ecological corridors). Therefore, in terms of wider resilience to climate change, the effects were possibly negative. However, this depended upon the extent of enhancement measures that would be secured and whether net gain was actually achieved. **Neutral effects** were predicted at this stage. Effects in the urban areas would be dependent upon the sites that were not delivered (hence the need for Green Belt release), therefore, there is uncertainty, but the effects (both positive and negative) were likely to be minor.

#### Climate Change Adaptation: Option 1a/1b:

Urban development and employment (Intensification)	Urban greening could help with heat	More significant flood risk due to intensification ??	
<i>The majority of development is unlikely to be at risk of flooding, and measures can be implemented to manage overall levels of flooding.</i>			

#### Climate Change Adaptation: Option 2a

Urban development and employment	Dispersed Greenbelt 2,500		
<i>The majority of development is unlikely to be at risk of flooding, measures can be implemented to manage overall levels of flooding.</i>	Urban greening could help with heat	Some sites at risk of flooding	Flood risk likely to be manageable. Loss of greenfield offset by potential for GI enhancement

#### Climate Change Adaptation: Option 2b

Urban development and employment	Dispersed Greenbelt 2,500		
<i>The majority of development is unlikely to be at risk of flooding, measures can be implemented to manage overall levels of flooding.</i>	Urban greening could help with heat	Some sites at risk of flooding	Flood risk likely to be manageable. Loss of greenfield offset by potential for GI enhancement

[Link to Overall Impact Summary](#)

## 4.5 Climate Change mitigation

- 4.5.1 The ability to deliver resource efficient and resilient developments ought not to be dependent upon location to a great extent. Therefore, the distribution of homes should have the same effects on emissions from the built environment regardless of location. Development in any location should also provide opportunities to introduce resilience measures such as green infrastructure, green roofs and SUDs. An important factor in achieving sustainable design is the viability of development, as this could make reductions in emissions harder to achieve. Therefore, site options with some constraints could be less likely to lead to lower carbon development. In this respect, Option 1A, which involved a lot of brownfield sites (with possible viability issues) could be less likely to achieve higher emissions reductions. Likewise, options that rely upon substantial infrastructure upgrades to be funded through development (such as Option 2B) may also be constrained in this respect.
- 4.5.2 Location can however, lead to differences in the amount of emissions from transport, and certain locations or types of sites (larger mixed-use with demands for heat) may also be more likely to support decentralised energy schemes. These factors are discussed below with regards to each option. The effects have not been broken down in terms of the settlement areas, as impacts in one area could offset those in another. Therefore, it is more appropriate to discuss the overall implications at a borough level for each option with regards to emissions and resilience. It should also be acknowledged that the impacts within the Borough are interlinked with those in surrounding areas, as climate change is a cross boundary issue.
- 4.5.3 **Option 1A** promoted urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral. The locations that option 1A focused on have good access to jobs, services and public transport. Therefore, new development should be less likely to generate long car trips (and associated emissions). This option would also limit further growth in less accessible locations. Whilst there was no solid evidence to support decentralised energy schemes at the time, the scale of some site options in the Commercial Core and Birkenhead, and the higher heat demand in the urban area could make these locations more suitable for such schemes.
- 4.5.4 Larger site options may also be more appropriate for delivering strategic green infrastructure improvements, which can help with climate change resilience for wildlife and human health. This could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters, in terms of helping to reduce a potential heat island effect.

- 4.5.5 Consequently, a **minor positive effect** was predicted overall for Option 1A in terms of carbon emissions and adaptation.
- 4.5.6 **Option 1B** would still provide for all the Borough's new development to be accommodated within the urban area, in line with Option 1A but could allow the development required to be provided at a lower rate through the early years of the plan period, followed by a higher rate during the later years. Given that the efficiency requirements for new development will increase in the longer term, this ought to mean that the carbon emissions for this approach would be lower over the plan period compared to option 1a.
- 4.5.7 **Option 2A** proposed the release of a series of medium to large sized areas of land, which when added together would allow sufficient land to be allocated to meet any residual housing needs, that may have existed at the time, within the Plan period.
- 4.5.8 Depending upon the viability of individual sites, their greenfield nature could possibly have presented good opportunities to achieve higher standards of efficiency (through higher land values). However, this was an uncertainty. The peripheral nature of the site options was more likely to encourage car trips though, which would lead to a continuation or worsening of current trends with relation to emissions from transport.
- 4.5.9 The overall picture in terms of emissions was therefore likely to be **neutral** or **minor negative effects** for this residual growth. There would still be large amounts of growth in the urban areas though, and so **minor positive effects** were recorded as per Option 1a.
- 4.5.10 A loss of greenfield land will also reduce the ecosystem services associated with natural and semi natural land (such as food management, reduction in urban heating, ecological corridors). Therefore, in terms of resilience, the effects were possibly negative. This depends upon the extent of enhancement measures that would be secured and whether net gain was actually achieved.
- 4.5.11 The alternative option to dispersed release (**Option 2B**) was to focus development more strategically into a single larger area around an existing settlement. This option still relied on the weakly performing Green Belt areas but grouped these together to identify a larger area for urban expansion.
- 4.5.12 A large development at Heswall (Option 2B) would be at the urban fringe. It was therefore likely to generate car trips, as it would allow relatively good access to the strategic road network.

4.5.13 The majority of jobs growth was to the east of the Borough, and so in this respect, the length of trips (and associated emissions) would be expected to increase. The presence of a train station nearby would help to offset this somewhat, but the services were not particularly regular or quick. In terms of local services and facilities, a new well-planned extension should help to provide local access, which can encourage walking and cycling.

4.5.14 This too ought to offset an increase in emissions from car-based travel. There are no identified options with regards to district heating, though in theory a large-scale mixed-use development ought to provide better opportunities for such schemes. Overall, a **neutral effect** was predicted. Whilst there may be some reductions in travel due to the provision of local facilities and the presence of a train station nearby, it was also likely that car emissions would continue to be important. It was uncertain whether higher standards of resource efficiency would be achieved, but the requirement for new roads and other social infrastructure to support a comprehensive development would make this less likely. Therefore, at this stage, uncertain effects were predicted in this respect.

4.5.15 There would still be large amounts of growth in the urban areas though, and so **minor positive effects** were recorded as per Option 1a.

#### Climate Change Mitigation: Option 1a/1b:

##### Urban development and employment (Intensification)

*Reduction in emissions from transport. More dense development tends to generate fewer emissions compared to low density larger housing in sub urban / rural locations.*

#### Climate Change Mitigation: Option 2a

##### Urban development and employment

*Reduction in emissions from transport. More dense development tends to generate less emissions compared to low density larger housing in sub urban / rural locations.*

##### Dispersed Greenbelt

*Increased emissions from car trips*

#### Climate Change Mitigation: Option 2b

##### Urban development and employment

*Reduction in emissions from transport. More dense development tends to generate less emissions compared to low density larger housing in sub urban / rural locations.*

##### Settlement expansion 2,500

*Increased emissions from car trips ought to be offset by access to local facilities, train station and potential for district energy schemes*

[Link to Overall Impact Summary](#)

## 4.6 Economy and Employment

- 4.6.1 There were common elements to each of the spatial options that were likely to generate positive effects with regards to the economy and employment.
- 4.6.2 Of particular note is that the majority of employment land was proposed along Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, **significant positive effects** were likely to be generated for each option with regards to economic growth, investment and employment.
- 4.6.3 However, each option performed differently in relation to impacts upon local centres across the borough, how housing is related to new and existing jobs, and how the options could help to address deprivation.
- 4.6.4 **Options 1A/1B** promoted the most housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of new affordable homes and associated infrastructure improvements would be most likely to help address inequalities. Option 1 promoted most housing growth to the east of the borough and it was therefore accessible to job opportunities and public transport.
- 4.6.5 Growth was managed in the more affluent areas to the west, which helps to support this regeneration-led approach. In this respect, Option 1A/1B were predicted to have **significant positive effects**.
- 4.6.6 One area where Option 1A/1B could generate negative effects though is a reliance on employment land to deliver housing growth on some sites. If suitable replacements were not provided, this could lead to **minor negative effects** in terms of employment land availability in certain areas. This is unlikely to be a major stumbling block though, especially if a hybrid option was established involving limited greenbelt release should a need arise.
- 4.6.7 **Options 2A and 2B** were less positive with regards to tackling regeneration, but where they involved growth in the urban areas, **minor positive effects** were still likely to occur. Residual growth was at the periphery of settlement areas, which is less accessible to jobs generally speaking. Furthermore, some growth would be drawn away from the east of the borough in the urban areas and would be placed in more affluent locations such as Heswall, Hoylake, West Kirby and Bromborough.

- 4.6.8 Whilst this had some benefit in terms of local job provision and local spending it was less likely to address inequalities to the maximum.
- 4.6.9 Overall, the combination of benefits in terms of employment growth in the urban areas and peripheral locations, could potentially give rise to significant positive effects, but there was a greater element of uncertainty compared to options 1a and 1b in relation to regeneration efforts.
- 4.6.10 These Green Belt options would also be more likely to lead to increased commuting, which was considered a **minor negative effect** in terms of creating an efficient modern economy.

#### **Economy and Employment: Option 1a/1b:**

Urban development and employment (Intensification)		
<i>High quality employment opportunities in areas of need.</i>	<i>Maximising regeneration in areas suffering from deprivation and inequalities.</i>	<i>Reliance on employment land to deliver housing</i>

#### **Economy and Employment: Option 2a**

Urban development and employment		Dispersed Greenbelt	
<i>High quality employment opportunities in areas of need.</i>	<i>Regeneration of deliverable sites in areas of need.</i>	<i>Support for local centres at the urban periphery</i>	<i>Increased commuting</i>

#### **Economy and Employment: Option 2a**

Urban development and employment		Settlement expansion	
<i>High quality employment opportunities in areas of need.</i>	<i>Regeneration of deliverable sites in areas of need.</i>	<i>Investment in a new community</i>	<i>Increased commuting</i>

[Link to Overall Impact Summary](#)

## **4.7 Health**

- 4.7.1 In making predictions about the potential impacts of each option, it was assumed that development in modest amounts could be accommodated at existing GP services, or that improvements could be secured through contributions. However, this would depend upon planning from healthcare commissioners and the extent of development.

- 4.7.2 **Options 1A and 1B** proposed a large amount of growth in areas that are experiencing health deprivation such as within Birkenhead in particular. This should have benefits with regards to the provision of affordable homes, the improvement of the public realm, and in terms of being accessible to healthcare facilities. Without upgrades to healthcare services, there could be negative implications on existing facilities (in terms of longer waiting times etc). However, with planned upgrades and possibly new facilities in the longer term the effects ought to be positive by concentrating investment into areas of need.
- 4.7.3 In this respect, Option 1B performed slightly better than Option 1A as growth in the short term would be lower (giving more time to implement infrastructure improvements prior to the bulk of growth).
- 4.7.4 In terms of open space and recreation, this option would place new homes within walkable communities in the main, which is positive in terms of active travel. There would be limited loss of greenspace associated with this option, and access to urban leisure and recreation facilities would be good. However, the potential to implement open space improvements might be limited given the need for intensification of built development. Furthermore, access to open countryside / greenspace would not be ideal within the more-dense urban areas. On balance, a **minor positive effect** was predicted.
- 4.7.5 It was unclear the extent to which new development would lead to improvements to communities, but a proactive approach could potentially lead to significant positive effects. Conversely, a non-inclusive approach to growth could exacerbate inequality, which is potentially negative (but minor). There was some uncertainty in this respect.
- 4.7.6 There is an assumption that larger scale focused development in any particular location could support entirely new facilities. This applies to certain aspects of the greenbelt release options.
- 4.7.7 **Option 2A** would involve dispersed growth in peripheral locations. Broadly speaking, access to healthcare facilities was not ideal given the urban fringe location of developments. The scale of growth may also not be quite large enough at certain sites to support new facilities (though improvements to existing facilities would be presumed). In this respect, **neutral effects** were recorded in terms of accessibility. Most of the locations involved exhibited fairly low levels of deprivation (both multiple deprivation and specifically in the health domain). This was the case in Heswall, West Kirby and Greasby where the potential greenbelt release sites were located.

- 4.7.8 Though there are pockets of health (and multiple) deprivation towards Bebington, they are also not in the 0-20% categories. A lot of these surrounding areas are also within areas of low deprivation. If growth in the Green Belt locations was at the expense of investment in areas of need, this could potentially reduce the positives. Consequently, this approach was likely to be less positive in its ability to address health inequalities. There would still be **minor positive effects** associated with regeneration in urban areas though.
- 4.7.9 **Option 2B** focused the majority of residual development in one single location. The amount of growth could support new satellite health facilities, which would be beneficial should these be brought forward as part of developments. Not only would this ensure walkable access to facilities for new communities, but it could also benefit existing surrounding communities (though most of these are not particularly deprived in terms of health or more broadly).
- 4.7.10 There should also be good access to other facilities as these are likely to be incorporated into new development such as primary schools, local shops and open space. Given their location in the countryside and the ability to introduce green infrastructure, it was also likely that new communities would have good access to green space and recreation. These were **significant positive effects** for the green belt element of the growth.
- 4.7.11 Green Belt release doesn't do much to benefit existing communities in areas of need though, and should it draw investment away from areas of need then it could have negative implications. Therefore, this option was less likely to address inequalities compared to Option 1A / 1B but was still positive. For this reason, **minor positive effects** in the urban area were likely to be reduced compared to 1A/1B.

#### **Health: Option 1a/1b:**

##### **Urban development and employment (Intensification)**

*Potential to improve housing and social infrastructure in areas of need, including contributions towards healthcare and other services. Access to green space in the urban areas could be limited though.*

#### **Health: Option 2a**

<b>Urban development and employment</b>	<b>Dispersed Greenbelt</b>
<i>Potential to improve housing and social infrastructure in areas of need, including contributions towards healthcare and other services. Access to green space in the urban areas could be limited though.</i>	<i>Less investment in areas of need</i>

### Health: Option 2b

Urban development and employment	Settlement expansion
<i>Potential to improve housing and social infrastructure in areas of need, including contributions towards healthcare and other services. Access to green space in the urban areas could be limited though.</i>	<i>Less investment in areas of need</i>

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## 4.8 Heritage

- 4.8.1 Options 1A / 1B involved a range of housing sites in the urban areas of the main settlements across the Borough. In some locations, there are limited sensitivities and the sites involved were poor quality. Therefore, **neutral effects** were predicted. This applied to most of the development proposed in Heswall (Settlement Area 7), the rural areas (Settlement Area 8), mid Wirral (Settlement Area 6) and Sub-Urban Birkenhead (Settlement Area 5). At West Kirkby and Bromborough, there are some local features that could be affected by development, but mitigation ought to ensure that the residual effects were **neutral** too (or potentially positive).
- 4.8.2 In other locations, development is proposed that is close to conservation areas and / or listed buildings. For example, In Wallasey (Settlement Area 1) several sites were identified for intensification which are adjacent to listed buildings (i.e. Wallasey Town Hall). However, the existing site conditions / character of the existing buildings is poor, and development was most likely to lead to improvements rather than negative effects. This was also the case in Bebington at the edge of Port Sunlight Conservation Area, where improvements measures ought to help enhance the setting of listed buildings. **Minor to significant positive effects** were predicted to reflect these factors.
- 4.8.3 The key area where effects were likely is the Commercial Core (Settlement Area 2). There were several large sites proposed in areas that contain multiple listed buildings and overlap with Conservation Areas. Of particular importance were the sites along the River Mersey which form a backdrop to Liverpool and contain listed assets. In this wider area there are also a number of listed buildings.
- 4.8.4 Effects were potentially negative or positive, but this is dependent upon design and layout. If buildings were lost or damaged by development, these could be **significant negative effects**. Likewise, development along the River Mersey could negatively affect the character of a prominent listed asset.

- 4.8.5 However, sensitive development could help to better preserve listed buildings and enhance the setting and character of the area should development be sensitively designed. This would be a **significant positive effect**. Given the regeneration-focused approach being promoted by the Plan, it was considered more likely that positive rather than negative effects would be generated, but there was uncertainty at this stage.
- 4.8.6 **Option 2A** was more likely to have effects on heritage features that rely upon open countryside. This is because dispersed growth in the Green Belt would involve a loss of open space, which in some locations would be likely to erode the character of small villages and affect the setting of heritage assets. However, there ought to be sufficient flexibility in the choice of sites to ensure that the most sensitive areas can be avoided.
- 4.8.7 The more sensitive locations under this option involved parcels of land at Bromborough and Eastham Settlement Area.
- 4.8.8 Development of some of these could lead to significant negative effects. However, at the lower levels of growth involved, there remained flexibility to ensure that such effects are avoided. Therefore, only **minor negative effects** were predicted for Option 2A in this respect. There would still be a large amount of growth in the urban areas under this option though, which presents the opportunity for positive (in terms of heritage-led regeneration) and negative effects (in the case of insensitive developments and cumulative impacts on setting).
- 4.8.9 **Option 2B** would have different effects depending upon which urban extension was involved. Common to both approaches though, there would be limited growth in other parts of the borough, and so the effects would be very localised.
- 4.8.10 A single urban extension to the east of Heswall was predicted to have minor negative effects. The scale of the site would substantially alter the rural settling of the countryside between the existing urban area of Heswall and the small village of Barnston (which is designated as a Conservation Area). There is a Grade II listed Christ Church at the edge of the settlement and stone boundary walls along the edge of the proposed urban extension site. Development has the potential to alter the setting of both the church, and the edge of the Conservation Area. Retention of important features and landscaping could help to mitigate effects and avoid significant impacts. However, a **minor negative effect** could remain.
- 4.8.11 For all of the Green Belt options, if development was at the expense of additional urban regeneration, there were implications for heritage and built environment in those areas.

4.8.12 On one hand, it could protect the character of urban areas, but most likely, it would mean that areas stay in a poor condition, and opportunities to enhance the setting of built environments would be fewer. A degree of urban regeneration would still be likely to occur though in the urban areas for each of the Green Belt options, and so uncertain minor positive effects were predicted for Option 2A, 2B and urban expansion to Eastham (alongside the negative effects discussed for the Green Belt release elements).

#### **Heritage: Option 1a/1b:**

Urban development and employment (Intensification)			
<i>Improvements to townscape should have positive effects on the setting of cultural heritage in most locations</i>	<i>Heritage-led regeneration could lead to protective and productive use of heritage assets</i>	<i>Some locations could experience negative effects</i>	<i>Significant effects on coastline?</i>

#### **Heritage: Option 2a**

Urban development and employment				Dispersed Greenbelt 2,500
<i>Improvements to townscape should have positive effects on the setting of cultural heritage</i>	<i>Heritage led regeneration</i>	<i>Negative effects on setting</i>	<i>Effects on coast?</i>	<i>Residual negative effects on the setting of listed buildings.</i>

#### **Heritage: Option 2b**

Urban development and employment				Dispersed Greenbelt 2,500
<i>Improvements to townscape should have positive effects on the setting of cultural heritage</i>	<i>Heritage led regeneration</i>	<i>Negative effects on setting</i>	<i>Effects on coast?</i>	<i>Residual effects on the setting of listed buildings and the edge of a Conservation Area</i>

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## **4.9 Housing**

4.9.1 **Option 1A** proposed enough additional housing sites to meet the locally assessed housing need (using the standard method) of a minimum of 12,000 dwellings net over the plan period (i.e. 800 homes per year). There were additional sites identified also, which was a theoretical supply of approximately 14,800 dwellings (though these potentially have deliverability issues). In the event that all these sites came forward, a **significant positive effect** was likely to occur. This amount of development should however provide sufficient choice and flexibility. The distribution of development is also well correlated in terms of employment opportunities and supporting communities of need in a number of locations.

- 4.9.2 **Option 1B** would not generate the positive effects in the short term given the slower rate of delivery. Whilst **significant positive effects** would still arise in the longer term, there would be potential issues in the short term which were considered to be **minor negative effects**.
- 4.9.3 **Option 2A** was predicted to have **significant positive effects** in terms of housing delivery as it would also meet objectively assessed needs.
- 4.9.4 However, if this was at the expense of growth in the urban areas, then the benefits of development for those in greatest need would be reduced.
- 4.9.5 The issues would be more pronounced for **Option 2B**, as development would be concentrated more into singular locations (and thus the benefits of development would not be felt by a variety of communities). Therefore, there was uncertainty about the **significant positive effects** predicted for Option 2B.
- 4.9.6 All of the options provided sufficient land to meet objectively assessed housing needs. There was also a degree of flexibility built into each option.
- 4.9.7 Should the locally assessed housing need be achieved (for the Borough), this would lead to positive effects on housing. However, setting a target in line with the locally assessed housing need figure does not necessarily mean it will be achieved if there are issues of deliverability and phasing. Therefore, at this scale of growth, the potential for significant positive effects could be reduced somewhat unless additional land was released to allow for flexibility. Given that each option assumes the identification of 14,000 dwellings, this should not be a significant problem.
- 4.9.8 The distribution of housing is also important to ensure that a wide range of communities benefit from growth, and that development occurs in appropriate, attractive locations. In this respect, Option 2B performed less well compared to options 1A/1B and 2A.

### Housing: Option 1a/1b:

#### Urban development and employment (Intensification)

*Significant positive effects should arise given that sufficient land is identified to exceed objectively identified housing needs. There is some uncertainty about the delivery of sites in the urban area.*

### Housing: Option 2a

#### Urban development and employment

#### Dispersed Greenbelt 2,500

*Significant positive effects should arise given that sufficient land is identified to exceed objectively identified housing needs. There is a greater degree of certainty given that a wider range of sites are involved in the Green Belt and in a range of locations.*

### Housing: Option 2b

#### Urban development and employment

#### Settlement expansion 2,500

*Significant positive effects should arise given that sufficient land is identified to exceed objectively identified housing needs. The long lead-in time and focus of a new settlement is less positive in terms of housing delivery compared to 1a/1b and 2a.*

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## 4.10 Land and Soil

- 4.10.1 Options 1A/1B were predicted to have **significant positive effects** as they would lead to the regeneration and use of brownfield land in the urban areas of the Borough. Overlap with agricultural land would be very limited. At a higher scale of growth, the intensification option was considered to need to be supplemented by greenbelt release at the time, but this would not necessarily need to have been on best and most agricultural land unless very high levels of growth were pursued.
- 4.10.2 The Green Belt options assumed that there would be much more growth in the countryside and therefore, negative effects were inevitable. The precise nature of effects would depend upon the location of development. However, high level effects can be determined as follows.
- 4.10.3 Option 2A offered some flexibility in the choice of sites, and therefore a loss of best and most versatile land was possible. However, the weakly performing green belt parcels mostly consisted of best and most versatile land, so a degree of negative effects were likely. At the level of growth involved, it was likely that at least 120ha of BAMV land would be affected, with the majority being Grade 3a. There would probably be some Grade 2 land involved though. Therefore, **a significant negative effect** was predicted.
- 4.10.4 The effects for Option 2B would lead to an overlap with approximately 70ha of grade 3b land, which was a **significant negative effect**.
- 4.10.5 The Council's Options 2A/2B envisaged releasing the minimum amount of green belt needed to make up any shortfall in housing land in the urban area.
- 4.10.6 If more Green Belt was released than was needed to make up any urban shortfall, both greenbelt options would generate further negative effects with regards to agricultural land and offer limited opportunities for the reuse of land in urban areas (in fact it could discourage investment in such areas). Therefore, the negative effects would be severe for land and soils at very high levels of growth.
- 4.10.7 Each of the Green Belt options would still involve regeneration in the urban areas, which would be significant positive effects. Whilst not quite as positive as for Options 1a/1b, overall, the effects in the urban areas were still likely to be significant given that the majority of growth would be in urban areas and only 2500 dwellings would be directed to the Green Belt.

**Land and Soil: Option 1a/1b:****Urban development and employment (Intensification)**

Maximum reuse of brownfield land and vacant buildings. Avoidance of best and most versatile agricultural land. Significant positive effects.

**Land and Soil: Option 2a**

<b>Urban development and employment</b>	<b>Dispersed Greenbelt 2,500</b>
Reuse of brownfield land and vacant buildings. Avoidance of best and most versatile agricultural land.	Loss of best and most versatile agricultural land

**Land and Soil: Option 2b**

<b>Urban development and employment</b>	<b>Settlement expansion 2,500</b>
Reuse of brownfield land and vacant buildings. Avoidance of best and most versatile agricultural land.	Loss of best and most versatile agricultural land

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## 4.11 Landscape

- 4.11.1 Options 1A/1B promoted urban intensification, with the majority of growth focused to the east of the Borough and within the urban areas. A large number of the sites that would be involved for development were previously developed, and a notable proportion of these were also derelict / vacant and/or low quality in terms of the contribution they make to townscape. Redevelopment of these sites was likely to have positive effects on townscape. There would be limited changes to the character of the open countryside, but this was a positive effect of the strategy which would reduce pressure for Green Belt land release.
- 4.11.2 For most locations, **minor positive effects** were likely to occur, whilst those where intensification and substantial regeneration occurred would lead to **significant positive effects** in terms of urban character.
- 4.11.3 There were a handful of sites on ‘green’ space in the urban settlements (for example in West Kirby), but development would not be on important recreational land or lead to coalescence between settlements. Nevertheless, these represented **minor negative effects** overall.
- 4.11.4 It would be important to ensure that the character of the River Mersey front is enhanced for any development that occurs along its banks. This will be visible from long distances in Liverpool. Provided that appropriate heights, scale and density were used, then neutral or positive rather than negative effects were thought to be most likely.
- 4.11.5 The effects of **Option 2A** would depend upon the exact sites involved. However, there are likely effects of a dispersed approach regardless of which locations are involved. Though the sites that would be involved have all been identified as weak performing in terms of overall green belt contribution, they were all in the countryside outside of the urban area. It was therefore likely that the character of landscapes would be affected negatively. Development was most likely to affect local amenity rather than lead to significant effects in terms of coalescence and the loss of sensitive land. It was also likely that strategic green infrastructure would be involved given the large-scale nature of the sites. However, it was considered that a **minor negative effect** would remain. The choice of sites and dispersed nature of development should mean that no significant effects in any one location were likely.
- 4.11.6 **Option 2B** focused growth into one large urban extension at Heswall. This involved some land considered ‘weak’ in terms of its contribution to green belt function. However, the combined effects of releasing all these parcels of land would most likely lead to **significant negative effects**.

4.11.7 To the west of Heswall, a large scheme could lead to coalescence with Barnston. For large urban extensions, the strategic nature of development would likely involve substantial roles for green infrastructure and landscaping schemes. Therefore, the potential for mitigation and enhancement of the quality of land was possible. The residual effects may therefore be minor rather than significant.

4.11.8 However, at this stage, a precautionary approach was taken, and significant effects were recorded.

4.11.9 Should Green Belt development draw investment away from the urban areas to the east of the borough in particular, then the opportunities to achieve positive effects in these locations would be diminished also. This was the case for Options 2A and 2B and was a particular weakness of focusing solely or heavily on Green Belt release to meet a large proportion of housing needs.

4.11.10 However, there would still be an element of brownfield regeneration involved for these two options as well as notable employment development. Whilst the benefits would be less pronounced compared to Options 1A/1B, there would still be **minor positive effects** in terms of enhancements to the townscape.

#### Landscape: Option 1a/1b:

Urban development and employment (Intensification)			
<i>Improvements to townscape through redevelopment and directing growth away from the countryside.</i>	<i>High quality regeneration of derelict land and buildings</i>		<i>Loss of urban green space</i>

#### Landscape: Option 2a

Urban development and employment		Dispersed Greenbelt 2,500	
<i>Improvements to townscape through redevelopment.</i>	<i>High quality regeneration</i>	<i>Loss of urban green space</i>	<i>Residual effects on amenity and character of the countryside.</i>

#### Landscape: Option 2b

Urban development and employment		Settlement expansion 2,500	
<i>Improvements to townscape through redevelopment.</i>	<i>High quality regeneration</i>	<i>Loss of urban green space</i>	<i>Potential coalescence of built up areas.</i>

## 4.12 Population and Communities

- 4.12.1 Of particular note is that the majority of employment land was proposed along Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, **significant positive effects** were likely to be generated for each option with regards to population and the community. However, each option performed differently in relation to impacts upon local centres/settlement areas across the borough, how the growth areas were related to new and existing jobs, health and leisure facilities, green infrastructure links and how the options could help to address overall deprivation.
- 4.12.2 Option 1A / 1B promoted a lot of housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation.
- 4.12.3 In this respect, the benefits of associated infrastructure improvements would be most likely to help address inequalities, improving access to new / improved health and leisure opportunities and increasing the housing options for a greater proportion of the population. Option 1A / 1B promoted most housing growth to the east of the borough and it is therefore accessible to job opportunities and public transport. Growth is managed in the more affluent areas to the west, which helps to support this regeneration-led approach.
- 4.12.4 There were a number of vacant and poor-quality sites involved for Option 1A / 1B, several of which are in areas of high multiple deprivation. Redevelopment ought to help improve the public realm and could help to improve perceptions of community safety.
- 4.12.5 Most of the proposed sites are brownfield in nature, and the surrounding areas are urbanised. It would be important to ensure that access to open space and green infrastructure is considered for Option 1A / 1B given that there are no immediate links to green infrastructure networks in the countryside.
- 4.12.6 Taking the above factors into account, Option 1A / 1B was predicted to have **significant positive effects**.
- 4.12.7 Options 2A and 2B were less positive with regards to tackling regeneration across the whole borough, as residual growth was mainly focused on the more affluent areas in the borough. Development would be at the periphery of settlement areas, which is less favourable for the population as this is less accessible to jobs, leisure and health facilities generally speaking.

4.12.8 However, there would still be a substantial element of urban regeneration for each of these two options (before Green Belt release) and therefore, significant positive effects were predicted in terms of addressing inequalities, but to a slightly lesser extent compared to option 1a/1b.

4.12.9 The strategic nature of developments in the Green Belt ought to allow for improvements to be made with regards to social infrastructure. For Option 2A, **minor positive effects** would be generated at several locations across the borough.

4.12.10 For Option 2B, the scale of growth associated with an urban extension would likely support new open space, education and health facilities, which would be beneficial for new communities. The location of the new settlements would also be likely to support good access to green infrastructure and open space. These were **significant positive effects** for new communities, but the benefits in other parts of the borough would be limited.

4.12.11 These two options would also be more likely to lead to increased commuting for work and distance travelled for local services, which was considered **a minor negative effect** in terms of (not) creating rounded communities/services centres which provide the right offering to improve people's quality of life.

#### Population and Communities: Option 1a/1b:

##### Urban development and employment (Intensification)

*Improvements to the public realm should help improve feelings of safety and retain / improve community identity. Regeneration should address inequalities and improve social infrastructure.*

#### Population and Communities: Option 2a

Urban development and employment	Dispersed Greenbelt 2,500	
<i>Improvements to the public realm should help improve feelings of safety and retain / improve community identity. Regeneration should address inequalities and improve social infrastructure.</i>	<i>Minor improvements to social infrastructure</i>	<i>Increased commuting</i>

#### Population and Communities: Option 2b

Urban development and employment	Settlement expansion 2,500	
<i>Improvements to the public realm should help improve feelings of safety and retain / improve community identity. Regeneration should address inequalities and improve social infrastructure.</i>	<i>Creation of a well-served new community</i>	<i>Increased commuting</i>

[Link to Overall Impact Summary](#)

## 4.13 Transport

- 4.13.1 In general, most of the urban areas in Wirral are covered by some form of transport linkage whether it be cycle routes, roads or rail. The Merseyrail line between Birkenhead and Chester runs along the eastern side of the Wirral and is close to where more developments are being proposed in these existing urban areas. More development will harness the need for better transport linkages. It is best to place development in areas already serviced by transport infrastructure, to avoid transport upgrade costs in areas where they currently don't exist.
- 4.13.2 Options 1A and 1B proposed higher density development in existing urban areas, mainly focusing on Wirral Waters, Commercial Core and other locations to the east of the Borough. Wirral Waters is planned to include a wide range of local facilities and services, including further enhancements to the already good public transport links. Access to jobs would also be good given the future opportunities in Wirral Waters itself and links to Birkenhead and Liverpool, via public transport and road. Development in the urban area would therefore have excellent accessibility. The scale of some sites at Wirral Waters could also be more likely to support on-site facilities that could benefit new and existing communities.
- 4.13.3 In the absence of strategic infrastructure improvements this could lead to negative effects with regards to congestion in areas that already suffer. However, the factors discussed above will help to mitigate such effects.
- 4.13.4 More limited growth was proposed in settlement areas to the middle and west of the borough. These settlement areas exhibit poorer accessibility in terms of access to services and jobs (especially by rail), and in turn increase travel trips by car for a large proportion of the population. Given that growth is limited in these areas, congestion problems are unlikely to be worsened notably here.
- 4.13.5 There are public transport links and local services that will help to promote sustainable travel, but it is likely that a reliance on car travel would remain, which were **neutral effects**.
- 4.13.6 On balance, **significant positive effects** could be generated as the majority of new development would have excellent accessibility and be well linked to existing and planned employment growth and existing infrastructure. This ought to promote sustainable travel and ensure that growth can be supported.
- 4.13.7 However, it would be important to ensure that intensified growth in the urban areas to the east of the Borough does not lead to congestion problems.

4.13.8 A **minor negative effect** was predicted to reflect the potential for increased traffic on local roads (though this is also uncertain / dependent upon whether road and bus networks can be enhanced in advance of any development in this area).

4.13.9 Both **Option 2A and 2B** were proposing substantial focused development at the periphery of urban areas. This could have a negative effect on transport as existing transport linkage infrastructure may reach capacity and there could be requirements for infrastructure upgrades in locations that are not currently well connected to the transport network. Furthermore, these locations are generally less well related to public transport and services, and more likely to encourage car use. Consequently, these approaches were less likely to support a shift from car dominance.

4.13.10 **Option 2A** may have a negative effect on existing transport infrastructure at a number of the Settlement Areas as they would be affected by increases in development, but not necessarily at a high enough scale to fund strategic transport infrastructure or on-site improvements to social infrastructure provision such as new schools and health facilities. However, the effects in terms of congestion were less likely to be significant, as development (and thus car trips) would be dispersed. However, the overall picture in terms of car usage would likely be the worst of all three options. The good access afforded by Option 1 would be less extensive, whilst the strategic opportunities for enhancement associated with large urban extensions would also be less likely. Overall, mixed effects were predicted, **minor negative effects** reflecting the likelihood that residual dispersed growth could lead to increased car trips. **Significant positive effects** were predicted, as a large proportion of new development would still be afforded excellent accessibility. Whilst minor negative effects in terms of congestion could still occur in the urban area, these would be of a lesser extent compared to option 1, but were still **minor negative effects**.

4.13.11 **Option 2B** would involve the largest focus of growth into a new urban extension. This could create localised pressures on the road network, but the scale of growth ought to allow for improvements to be secured. There should also be associated services supporting such extensions and so it should be possible to achieve walkable developments. With regards to employment opportunities though, the links are less positive. An extension to the east of Heswall would likely result in car dominated commuting patterns, putting pressure on local road networks. If development in this location draws development away from the urban areas near to the Commercial Core, it may also mean that investment in transport improvements measures in those areas is diminished slightly.

4.13.12 With this in mind, **minor negative effects** were predicted for this element of the strategy overall. Whilst this approach could lead to notable effects in certain locations in terms of traffic, the potential for strategic enhancements offset this to an extent, and so the effects were not significantly negative.

4.13.13 **Significant positive effects** were still predicted alongside the negatives, as a large proportion of new development would still be afforded excellent accessibility and should support modal shift.

#### Transport: Option 1a/1b:

##### Urban development and employment (Intensification)

<i>Most new development will have excellent walking and cycling links, and good access to public transport. This supports modal shift and shorter trips to access services and employment.</i>	<i>Increased congestion could occur on local transport routes</i>
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#### Transport: Option 2a

Urban development and employment	Dispersed Greenbelt 2,500
<i>Development will have excellent walking and cycling links, and good access to public transport. This supports modal shift and shorter trips to access services and employment.</i>	<i>Congestion impacts.</i> <i>Dominance of car based travel likely to continue.</i>

#### Transport: Option 2b

Urban development and employment	Settlement Expansion 2,500
<i>Development will have excellent walking and cycling links, and good access to public transport. This supports modal shift and shorter trips to access services and employment.</i>	<i>Congestion impacts.</i> <i>Despite good access to local services, longer car trips to access jobs / services are likely.</i>

[Link to Overall Impact Summary](#)

## 4.14 Water resources

4.14.1 The impacts upon water resources would be dependent upon the ability to manage wastewater and drainage requirements resulting from new developments. There was an assumption that development can be supported, but this would need to be confirmed with utilities providers regardless of the spatial approach that is taken. At this stage, uncertain effects were predicted for each option in this respect.

4.14.2 With regards to longer term water quality, it is possible that a change in land use from agricultural to residential can reduce the levels of nitrate pollution. In this respect the Green Belt options could have **minor positive effects**, but this carries a degree of uncertainty.

### Water Resources: Option 1a/1b:

#### Urban development and employment (Intensification)

*Effects are expected to be neutral, but there is an element of uncertainty as this will depend upon sufficient waste water infrastructure being in place to accommodate new development.*

### Water Resources: Option 2a

#### Urban development and employment

Dispersed Greenbelt 2,500

*Effects are expected to be neutral, but there is an element of uncertainty as this will depend upon sufficient waste water infrastructure being in place to accommodate new development.*

Potential reduction in nitrate pollution

### Water Resources: Option 2b

#### Urban development and employment

Settlement expansion 2,500

*Effects are expected to be neutral, but there is an element of uncertainty as this will depend upon sufficient waste water infrastructure being in place to accommodate new development.*

Potential reduction in nitrate pollution

[Link to Overall Impact Summary](#)

## 4.15 Sustainability summary of each spatial option

4.15.1 The tables below present a graphical summary of the options assessment findings. One table and supporting text is provided for each option, followed by a comparison of the options with one another.

### Option 1A / 1B: Urban Intensification

	Urban development and employment (Intensification)			
Air quality	<i>minor +ve</i>		<i>minor -ve</i>	
Biodiversity	<i>minor +ve</i>	<i>minor -ve</i>		<i>Sig -ve</i>
Climate change adaptation	<i>Neutral</i>		<i>minor +ve</i>	<i>Sig -ve ?</i>
Climate Change mitigation	<i>minor +ve</i>			
Economy and employment	<i>Significant +ve</i>		<i>minor -ve</i>	
Health	<i>minor +ve</i>			
Heritage	<i>Minor +ve</i>	<i>Sig +ve</i>	<i>minor -ve</i>	<i>Sig -ve</i>
Housing	<i>Uncertain Significant +ve</i>			
Land and Soil	<i>Significant +ve</i>			
Landscape	<i>minor +ve</i>	<i>Sig +ve</i>	<i>minor -ve</i>	
Population and Communities	<i>Significant +ve</i>			
Transport	<i>Significant +ve</i>		<i>minor -ve</i>	
Water Resources	<i>Neutral ?</i>			

## **Discussion**

- 4.15.2 Option 1A / 1B was predicted to have positive effects across all of the sustainability objectives with the exception of water resources. The benefits were significantly positive in terms of socio-economic factors as the majority of new homes and jobs would be accessible to communities of greatest need in terms of deprivation. There were some question marks about whether the effects would be significantly positive with regards to housing though, as deliverability could be an issue on certain sites. The effects on health, wellbeing and population were significantly positive, as there was a presumption that new social infrastructure would be provided with new development that would benefit new and existing communities in areas of need.
- 4.15.3 With regards to environmental factors, the effects were mixed. Significantly positive effects were predicted with regards to land, soil and landscape because there would be a re-use of land in urban areas and avoidance of agricultural land. The location of development would also support shorter trips and offer access to public transport, so the effects of growth in terms of climate change emissions, air quality and transport were also positive. However, focusing growth into the urban areas could possibly lead to increased traffic in certain locations, with minor negative effects in terms of congestion.
- 4.15.4 The location of some sites presented constraints such as flood risk and nearby biodiversity assets, which were potential minor negative effects. It may also be the case that development in the urban areas is less well supported by green infrastructure and open space, which could be detrimental in terms of climate change resilience and also for health/recreation.
- 4.15.5 There were several important heritage assets located within or adjacent to sites for development. On one hand, significant positive effects could be generated as there would be opportunities for enhancement of poor-quality environments. However, should development involve the loss of features of historic value, or change the character and setting of assets, then potentially significant negative effects could arise. This was considered less likely, but was flagged as an issue to ensure that a high-quality approach to design is promoted.

## Option 2A: Dispersed Green Belt Release

	Urban development and employment			Green Belt Dispersal	
Air quality	<u>minor +ve</u>			<u>minor -ve</u>	<u>minor -ve</u>
Biodiversity	<u>minor +ve</u>	<u>minor -ve</u>	<u>Sig -ve</u>	<u>Sig +ve</u>	<u>Sig -ve</u>
Climate change adaptation	<u>neutral</u>		<u>minor +ve</u>	<u>minor -ve</u>	<u>neutral</u>
Climate Change mitigation	<u>minor +ve</u>				<u>minor -ve</u>
Economy and employment	<u>Sig +ve</u>	<u>minor +ve</u>		<u>minor +ve</u>	<u>minor -ve</u>
Health	<u>minor +ve</u>			<u>neutral</u>	<u>minor +ve</u>
Heritage	<u>minor +ve</u>	<u>Sig +ve</u>	<u>minor -ve</u>	<u>Sig -ve</u>	<u>minor -ve</u>
Housing	<u>Sig +ve</u>				
Land and Soil	<u>Sig +ve</u>				<u>Sig -ve</u>
Landscape	<u>minor +ve</u>	<u>Sig +ve</u>	<u>minor -ve</u>		<u>minor -ve</u>
Population and Communities	<u>Sig +ve</u>			<u>minor +ve</u>	<u>minor -ve</u>
Transport	<u>Sig +ve</u>		<u>minor -ve</u>		<u>minor -ve</u>
Water Resources	<u>neutral</u>				<u>minor +ve</u>

4.15.6 Option 2A was predicted to have a mix of effects across the sustainability objectives. The positive effects associated with urban regeneration would still arise, but to a lesser extent compared to Option 1a/1b. Nevertheless, significant positive effects were still recorded in relation to housing, economy, land and soil, population and communities and transport.

4.15.7 With regards to Green Belt dispersal, mostly minor negative effects were recorded, but there were also positive effects. The benefits related mostly to housing provision, with significant effects identified. This approach would provide a range of sites and choice across the borough at sites that were unlikely to have deliverability issues. This is also positive in terms of the economy. However, the links to new and existing jobs would not be ideal and so minor negative effects were predicted in this respect too.

4.15.8 There would be some minor positive effects in relation to population and communities, which related primarily to new infrastructure for new communities.

4.15.9 From an environmental perspective the effects were mostly negative. The exception was for water resources, where changes to agricultural land use could potentially reduce nitrate run-off and have benefits in the longer term. The nature of Green Belt sites should also mean that the ability to achieve enhancement of biodiversity on-site and to achieve strategic improvement in terms of green infrastructure was more likely. However, the flip-side is that some of the sites involved were likely to involve functional land for species that are important in terms of the SACs/SPAs. The loss of such land could be potentially significantly negative. Though offsetting / net gain could compensate, there may have still been issues for particular species if the measures were not appropriate. Therefore, this issue is flagged at this stage (as highlighted in the HRA).

4.15.10 The other significant negative effects related to the loss of best and most versatile agricultural land. This option would involve notable loss of land, and this would likely include Grade 2.

4.15.11 Minor negative effects were predicted in relation to other environmental factors as the dispersed approach to development means that pressures would be less prominent in any location, and there should also be potential to mitigate effects. This was the case for landscape, heritage, air quality and transport for example.

## Option 2B Settlement expansion into Green Belt (Heswall)

	Urban development and employment		Green Belt concentration		
Air quality	<u>minor +ve</u>		<u>minor -ve</u>	<u>minor -ve</u>	
Biodiversity	<u>minor +ve</u>	<u>minor -ve</u>	<u>Sig -ve</u>	<u>minor +ve</u>	<u>Sig -ve</u>
Climate change adaptation	<u>neutral</u>		<u>minor +ve</u>	<u>minor -ve</u>	<u>neutral</u>
Climate Change mitigation	<u>minor +ve</u>				<u>neutral</u>
Economy and employment	<u>Sig +ve</u>	<u>minor +ve</u>		<u>minor +ve</u>	<u>minor -ve</u>
Health	<u>minor +ve</u>		<u>Neutral</u>	<u>Sig +ve</u>	
Heritage	<u>minor +ve</u>	<u>Sig +ve</u>	<u>minor -ve</u>	<u>Sig -ve</u>	<u>Min -ve</u>
Housing	<u>Sig +ve</u>				
Land and Soil	<u>Sig +ve</u>			<u>Sig -ve</u>	
Landscape	<u>minor +ve</u>	<u>Sig +ve</u>	<u>Minor -ve</u>	<u>Sig -ve</u>	
Population and Communities	<u>Sig +ve</u>			<u>Sig +ve</u>	<u>minor -ve</u>
Transport	<u>Sig +ve</u>		<u>minor -ve</u>	<u>minor -ve</u>	
Water Resources	<u>Neutral</u>			<u>Minor +ve</u>	

4.15.12 Option 2B was predicted to have a mix of effects across the sustainability objectives. The positive effects associated with urban regeneration would still arise, but to a lesser extent compared to Option 1a/1b. Nevertheless, significant positive effects were still recorded in relation to housing, economy, land and soil, population and communities and transport.

4.15.13 In relation to the Green Belt growth, there would be significant positive effects with regards to population and communities, as a new large community would support new facilities, open space and infrastructure. Likewise, this was positive with regards to health.

- 4.15.14 These benefits would not be spread across the borough though and would also not be in areas of greatest need with regards to health, population, and housing. New homes in the Green Belt would also be poorly located in relation to existing and new jobs (in terms of public transport, walking and cycling).
- 4.15.15 This pattern of growth would likely support good access to local services for new communities of new settlements, but would promote increased and longer car trips to access jobs and higher-order services and goods. Therefore, minor negative effects were predicted in relation to transport and air quality.
- 4.15.16 From an environmental perspective the effects of Green Belt development were mostly negative. The exception was for water resources, where changes to agricultural land use could potentially reduce nitrate run-off and have benefits in the longer term. The nature of the focused location for growth means that the ability to achieve enhancement of biodiversity on-site and to achieve strategic improvement in terms of green infrastructure was more likely. However, the flip side was that the land involved at Heswall could involve functional land for species that are important in terms of the SACs/SPAs. The loss of such land could be potentially significantly negative. Though offsetting / net gain could compensate, there may still be issues for particular species if the measures are not appropriate. Therefore, this issue was flagged at this stage (as highlighted in the HRA).
- 4.15.17 Similar to Option 2A, there would also be significant negative effects in terms of agricultural land. The effects upon landscape had the potential to be more negative though, as there would be large scale growth in one area with potential coalescence between built up areas. Mitigation was possible though, so the effects were uncertain.

## 4.16 Options comparison (Issues and Options Stage)

### Interpreting the tables

- 4.16.1 The three tables overleaf illustrate the predicted effects of each spatial option side by side to aid in comparison of the overall impacts against the SA Framework.
- 4.16.2 The size of the impact bars are not a precise measure of the impacts, rather a broad indication of the different impacts that are predicted against the SA Objectives.
- 4.16.3 In example 1 below, the light green bars suggests that for the majority of development in the urban area, minor positive effects would be experienced. However, there are some pockets of the urban area that could suffer minor negative effects (hence the relatively smaller amber coloured impact bar).
- 4.16.4 The additional growth associated with green belt release was also predicted to have minor negative effects, hence the amber shaded impact bar.
- 4.16.5 The impact bars in combination give a visual profile of the type, magnitude and significance of the effects.
- 4.16.6 For options 2a and 2b, the strategy in the urban area was the same, so the effects appear the same in this respect. The residual growth in the Green Belt can represent different impacts though.
- 4.16.7 In the second example below, there were minor positive effects in the urban area, but these were likely to be felt over a more limited spatial area. In this example, the minor negative effects were more widespread, and there were also some significant negative effects associated with employment growth (though these were limited to a handful of sites, hence the small size of the impact bar).

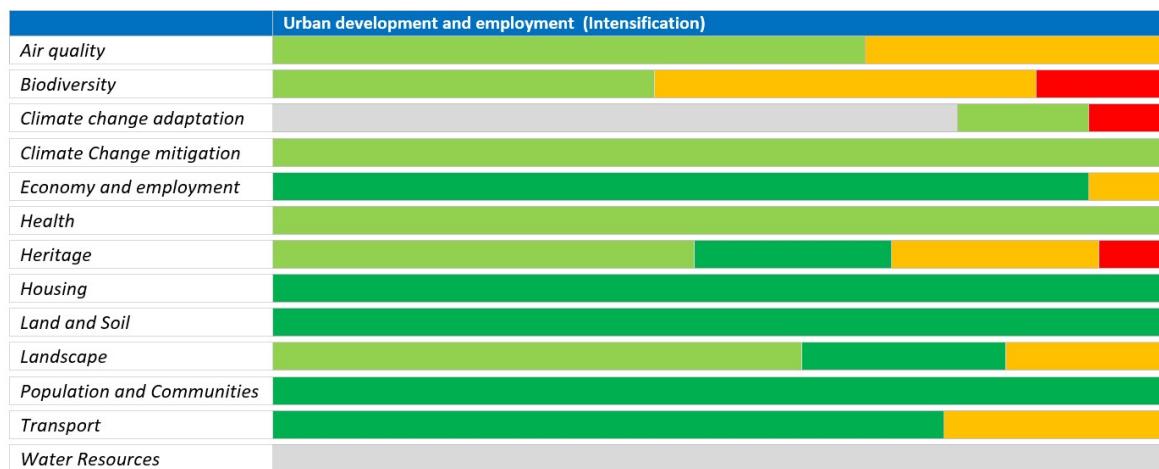
#### Example 1



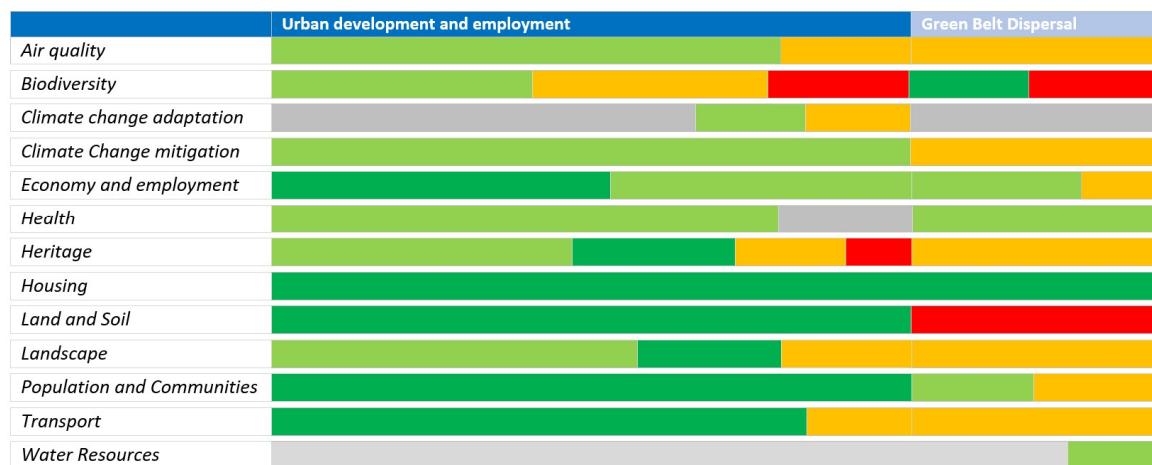
#### Example 2



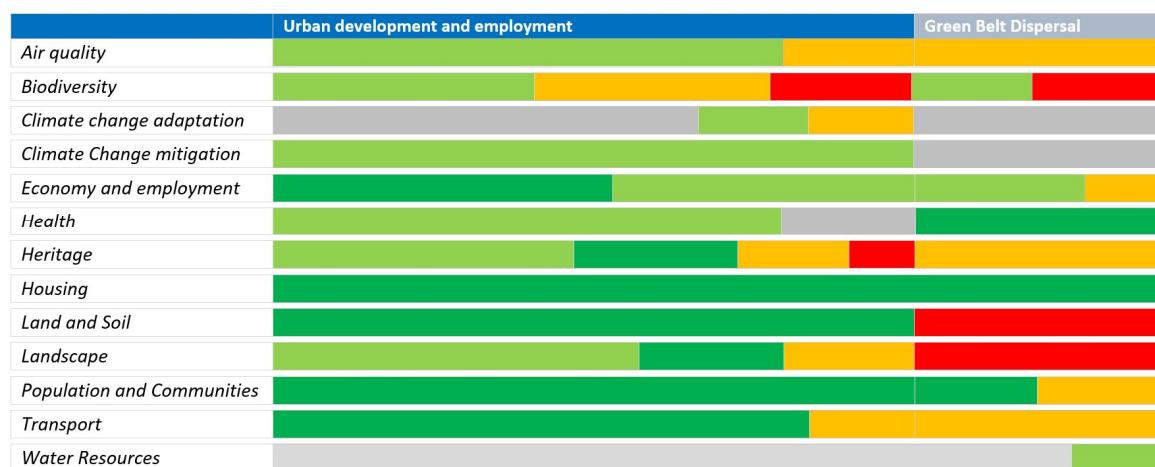
### Option 1A / 1B: Urban Intensification



### Option 2A: Dispersed Green Belt Release



### Option 2B Settlement expansion into Green Belt (Heswall)



4.16.8 As illustrated above, Option 1A / 1B generated the greatest number of positive effects and these were of greater significance. Option 1A / 1B achieved significant positive effects with regards to housing, as they would deliver housing in areas of greatest need and also in a range of locations. The benefits in terms of economy were also likely to be most significant for Options 1A / 1B as they placed housing in locations that are well related to jobs, and were also more likely to benefit deprived communities. There were likely to be knock on positive effects in terms of population and communities and health. For the Green Belt options, the effects upon health and communities were less positive, and could also generate negative effects.

4.16.9 Option 1A / 1B was also most beneficial with regards to transport as it placed growth in the most accessible locations and ought to lead to the fewest increases in car trips. This had benefits in terms of air quality too. The use of previously developed land with this option would also protect best and most versatile agricultural land, which was something each of the Green Belt options would not achieve to the same extent.

4.16.10 The area where Option 1A / 1B performed potentially less well was in terms of the historic environment. There are a range of heritage assets that could be affected by growth in the urban areas, and dependent upon whether features are lost, or their setting affected, this could lead to significant negative effects. For Option 2A and 2B (Heswall), any negative effects were likely to be less significant. However, it should be noted that Option 1A / 1B could, on the other hand, have led to significant positive effects should it lead to the wider improvement of the built environment in the urban area.

4.16.11 Option 1B was virtually the same as Option 1A for most sustainability objectives when considered in the longer term. However, a stepped approach could give rise to some differences in terms of housing (with negative effects in the short term), climate change (with a greater proportion of homes being built to higher standards) and biodiversity (with sites potentially becoming more valuable before they are developed and then subsequently affected). There may also be some implications in terms of planning for infrastructure (i.e. there is more time to prepare for future growth requirements).

4.16.12 Each of the Green Belt options were potentially positive in terms of water quality as they would result in the change of land use from agricultural to housing. This was not the case for Options 1A / 1B.

4.16.13 Both Green Belt options were predicted to generate negative effects with regards to landscape character due to the loss of greenfield land in the countryside. This was more likely to be an issue for the urban extension option rather than the dispersed approach.

4.16.14 Likewise, the Green Belt options were more likely to involve land that is functionally linked to habitats used by protected species. This is a potentially significant negative effect that could be better avoided with Option 1A / 1B. With effective mitigation and compensation though, the Green Belt options might have been more likely to achieve significant positive effects in terms of biodiversity net gain.

## 4.17 Rationale for the preferred draft spatial strategy

4.17.1 The Council's preferred approach at this stage was to meet identified housing needs through an urban intensification approach. The advantages and disadvantages of this approach were set out in the Council's Issues and Options Summary document. The key benefits are outlined below and were considered to outweigh the disadvantages.

- All development needs could be met on predominantly brownfield land in the urban area,
- No exceptional circumstances to release green belt land
- Supportive of regeneration,
- Achievement of high quality urban living,
- More homes built next to employment opportunities and transport infrastructure,
- Supports active travel and less reliance on car travel,
- Safeguards Green Belt land with benefits for agricultural land, climate change, biodiversity, landscape and amenity.

# **5. PRE-SUBMISSION STAGE: EXPLORING OPTIONS**

## **5.1 Reconsideration of the spatial options**

- 5.1.1 Following consultation at the issues and options stage, the Council worked up a preferred approach. This approach was broadly in line with Option 1a (Urban Intensification) in terms of spatial distribution, but additional sites were identified in the housing trajectory to ensure a 5-year supply and as a contingency for any sites that might experience delivery issues.
- 5.1.2 The preferred approach at the latest stage (Pre-Submission) therefore identifies a supply of land for 16,322 dwellings with a significant buffer, focused in the urban areas (to meet identified needs of 13,360). Key elements of this approach are the inclusion of several good quality employment sites, and a presumption that deliverability issues can be addressed within the regeneration areas. The inclusion of broad locations for growth also provides a significant buffer in supply to ensure that objectively assessed housing needs will be met. Whilst the Council is confident that its approach is realistic and appropriate, it considered it useful to re-examine what reasonable alternatives there are to the urban-focused strategy at this stage.

### **Scale of growth and implications for distribution**

- 5.1.3 The initial options appraised in the SA were predicated upon the delivery of approximately 14,000 homes (to meet the identified housing needs of approximately 12,000 dwellings). This would either be in the urban area alone, or with an element of Green Belt release to meet a shortfall of up to 2,500 dwellings in the urban areas.
- 5.1.4 The findings helped the Council to understand the implications of partial Green Belt release in comparison to a complete reliance on urban intensification. However, there were no options appraised that considered higher amounts of growth overall.
- 5.1.5 Whilst the Council do not consider there is any justified evidence to support a higher housing need target, it does see the value in identifying a wider range of sites in the urban area so as to ensure that housing needs are met in full. This led to the development of a preferred option that included additional growth through 'regeneration areas', with 16,322 dwellings being identified in total in the housing trajectory.

- 5.1.6 At this higher scale of land supply, the Council still believe it is possible to avoid Green Belt release, whilst achieving the regeneration objectives of the Plan. In this respect, the Council considers that Green Belt release is no longer a reasonable alternative. However, several consultation respondents strongly consider there to be alternatives; namely a reduced focus on the urban area with an element of Green Belt release.
- 5.1.7 This ‘blended approach’ has been tested at a lower presumed level of housing supply; as options 2a and 2b (at issues and options stage) both involved development in Green Belt rather than all being focused in the urban area. The implications of these options has already been established.
- 5.1.8 The Council consider that a blended approach involving Green Belt is unnecessary / unreasonable at this stage, particularly when the housing supply from brownfield sites has been increased and there is now less uncertainty regarding the availability and deliverability of sites. However, the Council recognised that there are opposing views, and considered it useful to test a ‘high level’ green belt option to assist in identifying the potential implications of partial Green Belt release (when factoring in a higher amount of land supply). To enable a meaningful appraisal, there needs to be a spatial understanding of where growth would be located.

**Option A. Urban intensification only (the preferred approach).** *This involves the majority of sites discussed in the initial Option 1a in the urban area, with further densification and the addition of regeneration areas that provide further growth in the urban areas of Birkenhead in particular.*

**Option B. Urban intensification and dispersed Green Belt release** *This would still involve urban intensification, but rather than a total reliance on Regeneration Areas, there could be managed Green Belt release. Given that there is a range of Green Belt sites available, it is presumed that any combination of these could be involved (Up to 3500 dwellings).*

- 5.1.9 The focus of appraisal at this stage was to provide a high-level comparison of a partial Green Belt release approach when compared to the preferred approach. The appraisal at this stage therefore draws upon the extensive work that had already been undertaken exploring the release of Green Belt at Issues and Options stage. Given that the precise location of Green Belt sites is not set out for this high-level option, there are some uncertainties and assumptions about the effects that would occur (which are made clear in the assessments).

5.1.10 It is important to remember that the Council do not consider Green Belt release to be a reasonable alternative at this stage as there are no exceptional circumstances to justify such release. It is however an option that has been explored in the SA for completeness.

## 5.2 Summary of appraisal findings

### Overall Summary and Comparisons of Options

- 5.2.1 The two strategic spatial options perform very similarly, which is to be expected given that they both involve the same level and distribution of growth across much of the urban areas. The main differences relate to the additional ‘growth’ that is proposed to provide a strong buffer. For Option A, this involves further urban intensification / regeneration at broad locations, whilst Option B involves partial Green Belt release.
- 5.2.2 In terms of similarities, both options are predicted to have a range of positive effects related to regeneration of brownfield sites in the east of the Borough.
- 5.2.3 In this respect, both options should have significant positive effects on populations and communities, and bring about positive changes in terms of health, housing and employment. Option A goes the furthest with regards to regeneration, and so the benefits are more pronounced for these topics. In fact, Option B could potentially hold back holistic regeneration if it draws longer-term investment from the regeneration areas.
- 5.2.4 Option B performs slightly more favourably in terms of housing as it provides a wider range of locations and choice and is less likely to display deliverability issues compared to the development of further brownfield sites.
- 5.2.5 The options are both very positive in terms of landscape, land and soil as the majority of growth is in urban areas on brownfield land. This helps to protect landscape character in the countryside, avoid the loss of agricultural land and promote the use of vacant land and buildings.
- 5.2.6 The Green Belt option has some minor negative effects though as this additional proportion of growth would most definitely involve impacts on landscape and a loss of agricultural land. Therefore, Option A is recorded as the more favourable approach with regards to these environmental factors.
- 5.2.7 Both options record negative effects in terms of employment development as there would be the loss of some good quality employment land.

- 5.2.8 However, Option A performs strongest given that it focuses entirely on regeneration in areas of need and brings housing and employment together more comprehensively. The benefits for the Green Belt approach are lower as the residual growth could detract from regeneration efforts.
- 5.2.9 Both approaches could also give rise to possible impacts on biodiversity in the urban areas. Further negative effects arise from the Green Belt approach as there could possibly be a loss of functionally linked land to European protected sites. A further focus on regeneration areas is less negative in this respect, but is also less likely to be able to deliver net gain improvements on site (which is a minor positive effect for partial Green Belt development).
- 5.2.10 The effects on heritage are also likely to be more positive for the regeneration approach (which would most likely lead to significant improvements), compared to the Green Belt approach, which could affect the setting of heritage assets at the urban fringes.
- 5.2.11 The Green Belt approach performs slightly better with regards to Climate Change Adaptation, as it avoids areas at risk of flooding and ought to have less effects in terms of urban heating. The nature of the sites should also allow for green infrastructure enhancement. However, these impacts are reliant upon design to an extent and Option A performs better with regards to Climate Change Mitigation
- 5.2.12 From a transport perspective and carbon emissions, the focus on urban areas is positive for both approaches. Some minor negatives arise for the Green Belt element of development for Option B though. This relates to a greater reliance on cars, longer trips and the likelihood that larger homes in sparser developments would be higher for Green Belt development compared to urban regeneration (Which would result in higher carbon emissions). A focus on regeneration areas could bring some minor negative effects too in relation to congestion, but it reduces car travel and ensures good accessibility.
- 5.2.13 The effects on health would be more likely to generate significant effects under Option A, as there is a further focus on regeneration areas. However, if development is not inclusive and past trends are not reversed, then this could actually worsen inequalities. Option B is slightly less likely to give rise to significant effects (both positive and negative).
- 5.2.14 Overall, Option A performs most favourably for 9 of the 13 SA topics. Option B performs most favourably for 3 of the 13 SA topics, whilst it is not possible to clearly differentiate the options in terms of air quality. The differences relate mainly to the residual growth that would occur in the Green Belt under Option B.

5.2.15 Table 5.1 below summarises the rank of performance of each option against the SA Topics. In many instances the options both generate significant effects, but one can be considered to perform relatively better or worse against specific SA Topics.

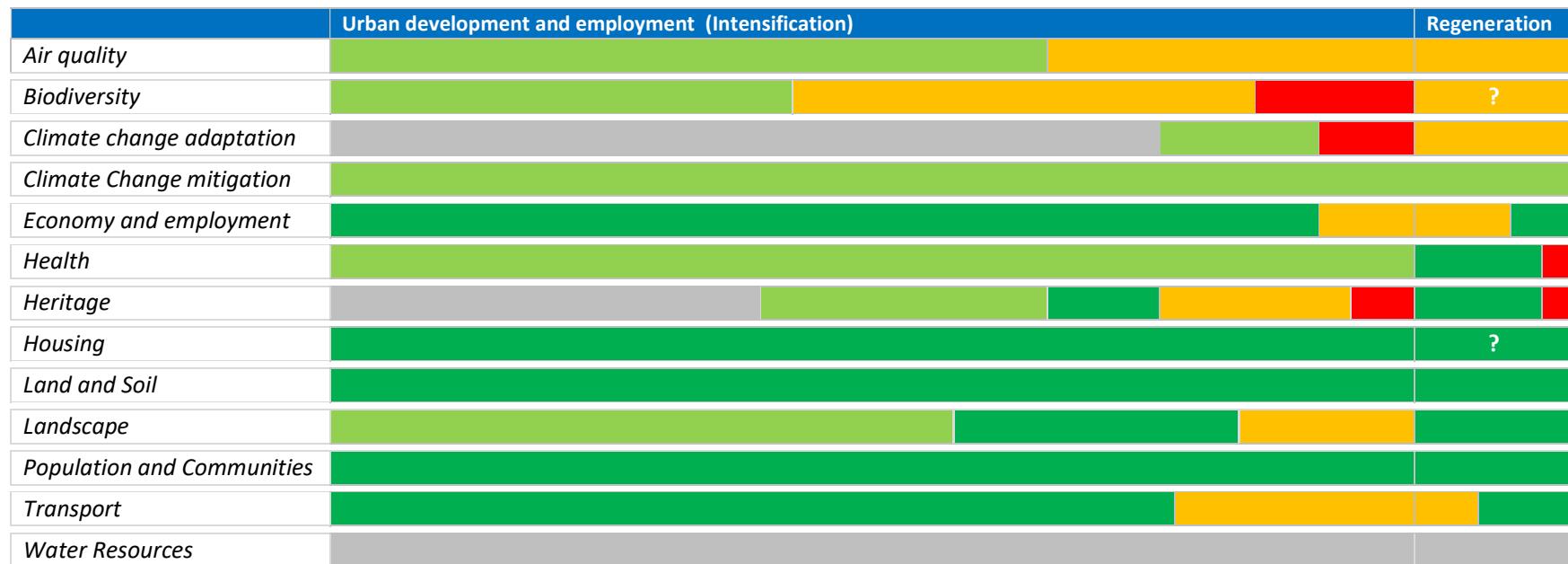
**Table 5.1** *Relative performance of the two options*

<b>Topic</b>	<b>Rank of performance</b>		<b>Key issues</b>
	Option A	Option B	
Air quality	-	-	
Biodiversity	1	2	Option B could involve land linked to European designated sites.
Climate change adaptation	2	1	Option B could present slightly more opportunities for enhancements
Climate change mitigation	1	2	Option A is most supportive for mass transit and energy solutions.
Economy and employment	1	2	Option A will result in more comprehensive regeneration.
Health	1	2	Option A will result in more comprehensive regeneration.
Heritage	1	2	Option A likely to improve to a greater extent than Option B
Housing	2	1	Option B provides more variation in housing locations.
Land and soil	1	2	Option B involves loss of agricultural land
Landscape	1	2	Option B encroaches the rural areas / countryside.
Population and communities	1	2	Option A will result in more comprehensive regeneration.
Transport	1	2	Option B less supportive of modern mass transit and could increase car travel.
Water resources	2	1	Option B could see less pollution from agriculture where land-use changes occur.

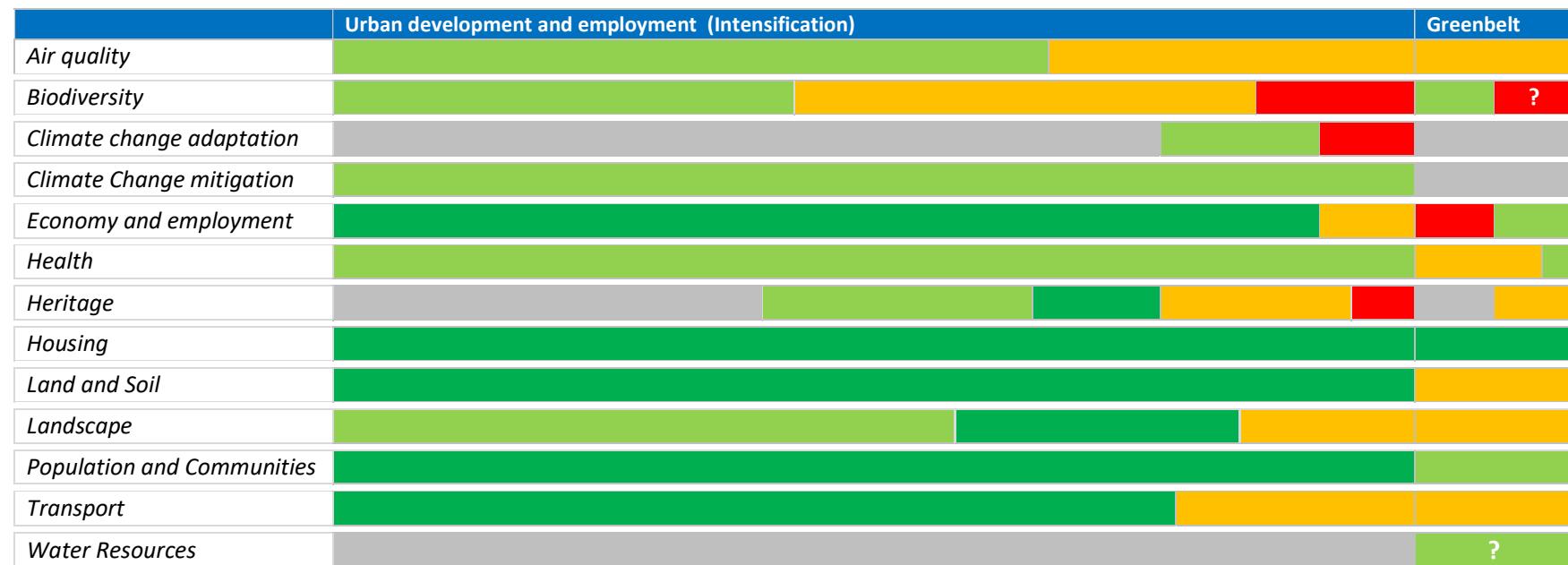
5.2.16 The two figures below represent a visual summary of the appraisal findings for two reasonable alternatives considered between the Regulation 18 and Regulation 19 consultations.

5.2.17 A more detailed appraisal is presented in **Appendix C**.

### Option A: Urban Intensification and Broad Locations for Regeneration (effects profile)



## Option B: Urban Intensification and Green Belt release (effects profile)



### **5.3 Outline reasons for the selection of the spatial strategy**

- 5.3.1 The Council maintains that the most appropriate approach is to pursue an urban intensification strategy. The main benefits of this are summarised below:
- The regeneration of Birkenhead and the wider Left Bank will help to secure much needed investment, employment opportunities, high quality housing, infrastructure and public realm improvements which will help to address long standing deprivation and environmental degradation in these areas.
  - The release of Greenbelt would be contrary to national planning policy and undermine the Council's strategy to continue to regenerate the older urban areas in the east of the Borough. Indeed, there is sufficient brownfield land and opportunities exist within the urban areas to support a regeneration focus.
  - The requirement and need to build at higher densities in Birkenhead and elsewhere within the Borough also provide the opportunity to deliver more sustainable and low carbon places. However, the scale and quantum of new housing proposed in Birkenhead will also allow the provision of an extensive Heat Network and Mass Transit solutions both of which are being developed with support from the LCRCA and the Department for Business, Energy and Industrial Strategy.
- 5.3.2 The Council consider that there are no reasonable alternatives to the preferred approach, as there are no exceptional circumstances to support Green Belt release. In any event, a high-level appraisal in the SA demonstrates that partial Green Belt release would be less favourable compared to the preferred approach for the majority of sustainability topics considered through the SA (particularly landscape, transportation, health and wellbeing, communities and soil).

# 6. ESTABLISHING THE EMPLOYMENT STRATEGY

## 6.1 Meeting employment needs

### Consideration of calculation methods

- 6.1.1 The Wirral Employment Land and Premises Study 2021 (WELPS) considered a number of scenarios to understand the potential nature of employment growth within Wirral over the plan period (and beyond to 2040) to ensure sufficient provision is made and protected within the Local Plan.
- 6.1.2 Having reviewed the policy, market and strategy base for Wirral alongside analysis of the existing employment floorspace and business stock the WELPS identified the following three reasonable alternatives for the scale of employment land provision required

#### Alternative 1: Proposed approach – economic capacity scenario

- 6.1.3 Based on the advice set out in the WELPS the Council considers that the Economic Capacity Impact scenario represents the best estimate of employment space requirement for Wirral as it builds upon the baseline position (Oxford Economics employment forecasts) to add new layers of data which are not included in this baseline position, such as major investments. The Council has therefore adopted this alternative scenario as the most reasonable estimate of land requirement. Based on this alternative scenario, Wirral would require an additional 52.9ha of employment land to 2037.

#### Alternative 2: workforce capacity scenario (Lower Levels of Growth)

- 6.1.4 This option has not been carried forward into the SA for the Local Plan on the basis of the advice in the WELPS 2021 that it may underestimate the importance of changes occurring in the Wirral economy (major investments) and other factors that could lead to improved economic growth for the region (i.e. rebalance of the national economy in favour of the North, potential impact of Covid-19 in reducing the predominance of large cities such as Liverpool over smaller town centres such as Birkenhead, etc.).

### Alternative 3: Market Capacity scenario

- 6.1.5 Given the forecasts projected by this scenario, the Council considers it sensible to discount it as it is clear the Wirral economy is already radically different to its historic nature, a trend likely to be exacerbated by other factors such as COVID-19 and Brexit. This is highlighted by both the baseline forecast and the baseline economic analysis which showed a clear switch of the economy towards less dense activities (from primary and secondary sector to tertiary sector). Therefore, this approach was not recommended to be taken forward.

### **Exploring alternatives to the assessed level of needs**

- 6.1.6 As discussed above, the recommended method of calculation led to identified needs of 52.9ha of employment land in B class uses. In planning to meet these needs, the Council explored different options with regards to the supply of employment land. Only one alternative was deemed to be reasonable.

#### Reasonable alternative: Plan for the provision of 65.6 ha of employment land

The Council's Economic Strategy 2021-2026 sets out a vision of creating vibrant places, where communities and businesses thrive and people choose to live, work and visit. A rebalanced borough that stands out for its achievements on fairness, reducing inequalities and building local wealth. A borough that is celebrated for delivering new and big ideas, working jointly with others and for prioritising environmental sustainability. The focus will be working in partnership with business, places and people to deliver the vision. The provision of new well-located employment land and premises will be an important element of delivering this vision and essential to the borough's future economic prosperity. The Local Plan therefore allocates sufficient land to meet anticipated development needs for business, general industry and storage and distribution during the Plan period.

#### Rejected alternative: Plan for significantly less employment land than assessed needs

- 6.1.7 This alternative is not precisely defined but would not comply with the NPPF which requires the which requires the Plan to provide a strategy which, as a minimum seeks to meet the area's objectively assessed needs. An agreement would have to be made with an adjoining district to meet unmet needs arising in Wirral, or there would be a reliance on market trends.

- 6.1.8 This alternative would not proactively encourage sustainable growth and inward investment to the Borough and therefore economic demand and creation of new jobs would not be realised in Wirral. This would result in slower growth in the Borough's economy.

Rejected alternative: Plan for significantly more employment land than assessed needs (to provide a high land buffer)

- 6.1.9 This approach is considered to be unreasonable. The preferred approach already provides a sufficient buffer in supply to meet identified needs in full. Other available sites in the urban area are of a poorer quality, and not considered suitable for the types of employment land that is required. Planning for a higher amount of growth would therefore be likely to lead to Green Belt release, for which exceptional circumstances would not be demonstrable.

## 6.2 Distribution of employment land

- 6.2.1 In considering alternatives for the distribution of Employment Growth the Council took as its starting point:

- the Strategic Objectives of the Local Plan which are, inter alia, to deliver comprehensive regeneration and support sustainable location of development and infrastructure to help secure a rapid reduction in carbon emissions to reach net zero carbon locally by 2041;
- The findings of the Wirral Employment land and premises study 2021; and
- Relevant Government Policy as set out in the NPPF.

- 6.2.2 The following alternatives were explored, but ultimately, only one was found to be reasonable.

Preferred Alternative: To meet all the Borough's Employment Needs within the existing Urban Areas

- 6.2.3 Based on the assessment of the Employment Land Portfolio through the WELPS study, sufficient employment land has been identified for allocation in sustainable locations within existing industrial and port and maritime areas to meet the objectively assessed need for new employment land as set out in the preferred alternative for employment growth.

To meet employment growth wholly or in part through release of land in the Green Belt

- 6.2.4 Sufficient land within existing industrial areas in the urban area has been identified to meet the assessed need in the WELPS for additional employment land for B-class uses. New employment development will additionally be provided through employment-led development in mixed use areas, regeneration and re-modelling of existing employment areas and other suitable sites. As such the exceptional circumstances required to release Green Belt have not been identified. This alternative would not be compliant with national planning policy and as such would be an unreasonable alternative.

To retain all sites assessed in the Wirral Employment Land and premises study for employment use

- 6.2.5 In considering which sites should be included in the deliverable supply for allocation in the local plan, it is also important to consider, in line with para 122 of the NPPF, whether there is a reasonable prospect of a planning application coming forward on those sites which have formed part of the employment land supply for many years, including those allocated for employment use in the Wirral UDP (adopted in 2000) which have remained undeveloped.
- 6.2.6 If land is not required for employment development, then the Council should consider through the Local Plan process whether it has potential for alternative uses.
- 6.2.7 This process has identified sites within the established industrial area in Bromborough which could be allocated for residential use and which are being promoted for this use. These sites are classified as 'good' in the WELPS and are well connected to existing industrial areas. However, the Council consider that it would be unreasonable to rigidly require that these sites be retained for employment use. To do so would mean that Green Belt land could be required to be released for residential uses. This is considered unnecessary given that the preferred approach would avoid such circumstances whilst still achieving the objectives of the plan.
- 6.2.8 Sufficient employment land supply has been identified to meet the preferred employment growth option without the contribution of the Bromborough sites. Whilst the Council acknowledges that some of the other allocated sites across the Borough are of a poorer quality (compared to the sites in Bromborough), there is also a desire to provide a mix of sites across different locations.

# 7. APPRAISAL OF URBAN SITES

## 7.1 Introduction

- 7.1.1 The strategy for the draft Plan seeks to maximise deliverable sites in the urban area. Therefore, a comparison of sites in the urban area to inform the ‘choice’ of sites was not deemed necessary.
- 7.1.2 However, a focused appraisal of the urban sites was undertaken to identify whether there were any sites that were ‘anomalies’, or with multiple constraints and therefore might require focused mitigation.
- 7.1.3 The housing and employment site options were appraised utilising a focused set of site criteria linked to the SA Objectives.
- 7.1.4 Several sustainability objectives are less relevant in an urban setting (i.e. agricultural land, landscape, minerals), and therefore these were not included in the assessments). Table 7.1 overleaf sets out the site appraisal criteria, data sources and assumptions.

**Table 7.1:** Assessment method for urban capacity sites

Criteria	Score Thresholds	Data (national/local data)	Methodology
AQMA	<i>AQMA &gt;1200m away</i> <i>AQMA &lt;1200m away</i>	National AQMA data (Liverpool AQMA)	Road distance to nearest AQMA from access point on site.
Biodiversity	<i>Greater than 50m from biodiversity asset</i> <i>Within 50m of biodiversity asset</i> <i>Overlaps with or abut to biodiversity asset</i>	SSSI, SAC, SPA, Ramsar, NNR, BAP Habitat, LNR, LWS, LGS, Ecological Network, Priority Habitat	Euclidean distance from site to nearest biodiversity asset.
Climate Change Adaptation	<i>80%+ in Flood Zone 1</i> <i>20-50% in Flood Zones 2 or 3</i> <i>50%+ in Flood Zones 2 or 3</i>	Environment Agency Flood Risk Data	Percentage overlap with flood zones.
Employment	<i>The site is not been identified as suitable for employment</i> <i>The site intersects with land which has good potential for employment</i>	Wirral Employment Land shapefile	Percentage overlap with identified employment land.
Heritage	<i>Site is over 300m from any heritage asset</i> , <i>Site is within 300m but full screening offered meaning effects are very unlikely</i> <i>Site is within 300m of a heritage asset, site is visible from asset but effects not likely to harm significance of a heritage asset</i> <i>Site is likely to harm the significance of a heritage asset</i>	Listed buildings, world heritage site, historic parks and gardens, scheduled monuments, conservation areas,	Euclidean distance from site to nearest heritage asset, then a site-by-site assessment of all those within 400m of a heritage asset to establish likely effects.
Health	<i>GP &lt;1200m away</i> <i>GP &gt;1200m away</i>	GP surgeries	Road distance to GP surgery from access point on site.
Green/Open Space	<i>Green space &lt;800m away</i> <i>Green space &gt;800m away</i>	Green/open space (excluding private spaces)	Road distance to green/open space from access point on site.
Primary Schools	<i>Primary school &lt;1200m away</i> <i>Primary school &gt;1200m away</i>	Primary schools	Road distance to primary school from access point on site.
Bus Stop	<i>Bus stop &lt;800m away</i> <i>Bus stop &gt;800m away</i>	Bus stops	Road distance to bus stop from access point on site.
Railway Station	<i>Railway station &lt;1200m away</i> <i>Railway station &gt;1200m away</i>	Railway stations	Road distance to railway station from access point on site.

## 7.2 Housing sites

7.2.1 Table 7.2 below sets out a summary of the housing site options within the urban areas. For the sites that have been allocated in the Plan, the corresponding allocation reference is provided. Detailed proformas can be found at **Appendix E**.

Wirral Housing Site Assessment Matrix												
AECOM Ref	Local Plan Ref	SHLAA Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School	Bus Stop	Railway Station
AECOM001	RES-SA3.3	4085										
AECOM002	RES-RA10.3	4086										
AECOM003	RES-SA4.10	4088		Red								
AECOM004		2016										
AECOM005		2013										
AECOM006	RES-RA10.1	20										
AECOM007	RES-SA5.3	2068		Red	Yellow	Yellow						
AECOM008	RES-SA3.1	689										
AECOM009	RES-SA5.8	4097										Yellow
AECOM010		758										
AECOM011	RES-SA6.4	916		Red								
AECOM012	RES-SA3.9	996										
AECOM013	RES-RA10.2	1171										
AECOM014	RES-SA6.5	1301		Red								
AECOM015		5146			Red							Yellow
AECOM016		1571										
AECOM017	RES-SA4.1	1610		Red								
AECOM018		1620										
AECOM019	RES-SA5.4	1827										Yellow
AECOM020	RES-RA11.1	1833										
AECOM021	RES-SA5.9	1908										Yellow
AECOM022	RES-SA4.5	1974										Yellow
AECOM023		2002										
AECOM024	RES-SA1.2	2005		Red								Yellow
AECOM025	RES-SA1.3	2006		Red								Yellow
AECOM026	RES-RA1.1	2022										Yellow
AECOM027	RES-RA1.2	2023										Yellow
AECOM028		2036										

Wirral Housing Site Assessment Matrix										
AECOM Ref	Local Plan Ref	SHLAA Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School
										Bus Stop
AECOM029		2069								
AECOM030		2014								
AECOM031	RES-SA4.3	4012								
AECOM032	RES-SA4.2	1715								
AECOM033	RES-SA4.6	2072								
AECOM035	RES-RA6.2	755								
AECOM036	RES-RA6.3	2078								
AECOM037	RES-RA6.5	2080								
AECOM038	RES-RA6.4	2082								
AECOM039		3019								
AECOM040	RES-RA11.2	4079								
AECOM041	RES-SA6.6	3042								
AECOM042	RES-SA1.1	651								
AECOM043	RES-SA5.5	4014								
AECOM044	RES-SA4.7	4021								
AECOM045	RES-RA5.1	5241								
AECOM046	RES-SA5.1	2008								
AECOM047	RES-SA5.7	2007								
AECOM048	RES-SA5.2	2010								
AECOM049	RES-RA11.3	4080								
AECOM050	RES-SA4.11	4090								
AECOM051	RES-SA4.16	4094								
AECOM052a	RES-RA2.1	5000								
AECOM052b	RES-RA2.2	5000								
AECOM053	RES-SA5.11	5007								
AECOM054	RES-SA6.7	5008								
AECOM055	RES-SA3.4	5009								
AECOM056	RES-SA5.12	5010								
AECOM057	RES-SA4.17	5011								
AECOM058	RES-SA1.4	5006								
AECOM059	RES-SA1.5	5012								
AECOM060	RES-SA6.8	5014								
AECOM061	RES-SA7.2	5015								
AECOM062	RES-SA7.3	5016								

Wirral Housing Site Assessment Matrix										
AECOM Ref	Local Plan Ref	SHLAA Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School
										Bus Stop
AECOM063	RES-SA7.4	5020								
AECOM064		5024								
AECOM065	RES-SA5.13	5025		Red						
AECOM066	RES-SA7.5	5026		Yellow						
AECOM067	RES-SA3.7	5028		Yellow						
AECOM068		5029		Red						
AECOM069	RES-SA3.8	5032		Red						
AECOM070	RES-SA7.6	5033								
AECOM071	RES-RA11.4	5036								
AECOM072		5039								
AECOM073	RES-SA6.10	5041		Red						
AECOM074	RES-SA7.9	5044								
AECOM075	RES-SA6.11	5054								
AECOM076		5055		Red						
AECOM077		5145								
AECOM078		5144								
AECOM079		4083								
AECOM080	RES-SA6.9	5019		Red						
AECOM081	RES-RA9.1	1864								
AECOM082	RES-RA4.3	5156								
AECOM084	RES-RA4.2	5155								
AECOM085		5154								
AECOM086	RES-RA6.6	2081								
AECOM087	RES-RA6.7	2079								
AECOM088	RES-RA6.3	2078								
AECOM090	RA7	RA7		Red						
AECOM091	RA2	RA2								
AECOM092	RA1	RA1								
AECOM093	RA8	RA8								
AECOM094	RA4	RA4		Red						
AECOM095	RA6	RA6								
AECOM096	RA3	RA3								
AECOM097	RA5	RA5		Red						
AECOM098	RES-RA3.4	478		Yellow						

Wirral Housing Site Assessment Matrix												
AECOM Ref	Local Plan Ref	SHLAA Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School	Bus Stop	Railway Station
AECOM099	RES-SA3.2	5151		Red						Yellow		Yellow
AECOM100	RES-SA4.18			Yellow								
AECOM101	RES-SA5.14						Yellow	Yellow				Yellow
AECOM102	RES-RA11.5	5244					Yellow					
	RA9	RA9		Red			Yellow					Yellow
	RA10	RA10		Red	Yellow							
	RA11	RA11					Yellow					

## Conclusions and recommendations

Of the allocated sites, the following trends are noted. Recommendations were made at this stage, which the Council took into account when finalising the Plan.

### Accessibility: Health

- Over 12000 dwellings are within 1200m of an existing GP
- No site is more than 3000m from a GP.
- Only one small site is more than 800m from greenspace (meaning that 99% of dwellings will be within walking distance of existing greenspace)

### Accessibility: Schools

- The Majority of proposed dwellings are within 1200m of a primary school. However, several allocated sites in Bromborough (Res-SA4.7, Former D1 Oils, Dock Road South and Res-SA4.6, Former Croda) are not within ideal walking distance of a primary school. A new primary school should be provided as part of this development, and this would mitigate the issue. If this was secured, then almost all the allocated new housing would be within 1200m of a primary school.

## **Public Transport**

- Only one site (Res-SA4.6) is more than 500m of a bus stop (meaning that over 98% of new dwellings will be within walking distance of public transport). It is suggested that public transport links in the Bromborough area seek to ensure that links to this site are strengthened.
- All sites are more than 1km from an AQMA

## **Multiple constraints**

- All of the allocated sites only have more prominent (i.e. red) constraints for just one sustainability topic. This is either Biodiversity related, heritage, or flood risk. No sites have two red constraints and only a handful have both a red and amber constraint for different sustainability topics.
- Res - SA4.6 in particular has relatively poor access to a range of services when compared to the other site allocations. It will be important to secure new services in this area to support walkable neighbourhoods.

## **Key sites for policy development**

- Scotts Quay and Seacombe Corridor are most sensitive with regards to biodiversity and heritage assets. Given that these both provide substantial amount of the growth, focused policies need to be developed for these sites to ensure negative effects are avoided.
- RES- SA4.7 Former D1 Oils Dock Road South There are constraints regarding biodiversity and heritage (this is one of a handful of sites with multiple constraints). However, these would most likely be more problematic if large scale employment was brought forward here instead of housing. These sites need to be made more accessible to bring them in line with the performance of most other urban sites with regards to local services. Therefore, key policies would be related to onsite school, sustainable transport networks etc.

### 7.3 Employment site summary

7.3.1 Table 7.3 below sets out a summary of the employment site options within the urban areas. For those sites allocated in the Plan, the corresponding site references are provided. Detailed proformas can be found at **Appendix E.**

Wirral Employment Site Assessment Matrix											
AECOM Ref	Local Plan Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School	Bus Stop	Railway Station
Emp2	EMP-RA6.1			-					-		
Emp3	EMP-RA6.2			-					-		
Emp4	EMP-RA6.3			-					-		
Emp5	EMP-SA2.2			-				-			
Emp6	EMP-RA3.1			-				-			
Emp7	EMP-RA7.1			-					-		
Emp8	EMP-SA4.1			-				-			
Emp9	EMP-SA4.2			-				-			
Emp10	EMP-SA4.3			-					-		
Emp11	EMP-SA4.4			-					-		
Emp12	EMP-SA5.1			-					-		
Emp13	EMP-SA5.2			-					-		
Emp14	EMP-SA5.3			-					-		
Emp15	EMP-SA5.4			-					-		
Emp16	EMP-SA3.1			-				-			
Emp18	EMP-SA4.5			-				-			
Emp19	EMP-SA2.1			-					-		
EMP20	EMP-RA8.1			-				-			
EMP21	EMP-RA6.5			-				-			
EMP22	EMP-RA8.2			-					-		
EMP23	EMP-RA6.4			-				-			

## **Conclusions and recommendations**

### **Air quality**

- Individually, none of the sites are within close proximity of an AQMA.

### **Accessibility**

- 20 of the 21 sites are within 400m of a bus stop.

### **Heritage**

- Sensitivity is likely to be limited with regard to heritage assets

### **Biodiversity**

- The loss or disturbance of biodiversity is flagged as a constraint on almost half of the sites. It will be important to ensure that on site measures are secured to mitigate negative effects, whilst ensuring the cumulative effects are managed through near site enhancement if possible.
- The loss of green / open space will need to be mitigated / compensated on several sites.

### **Climate change adaptation**

- Six sites are at considerable risk of flooding.

### **Multiple constraints**

- Most sites only have more prominent constraints for just one sustainability topic. This is either Biodiversity related, open space or flood risk. Not many sites have multiple constraints.

# 8. APPRAISAL OF THE PLAN

## 8.1 Introduction

- 8.1.1 This section presents a discussion of the effects of the Pre-Submission Version of the Plan viewed as a whole. The list of policies in the Plan is provided in table 8.1 for reference.
- 8.1.2 It is important to understand the effects of the Plan in its entirety as policies do not work in isolation. Therefore, whilst every policy within the Plan has been considered, the effects are not discussed systematically on a policy-by-policy basis. Rather, the combined / cumulative effects of the policies are discussed for each SA Topic.
- 8.1.3 The appraisal is structured so that first an understanding of the spatial strategy is provided and the potential effects this could give rise to. Next, consideration is given to how the Plan policies will influence the delivery of the spatial strategy. For example, there are policies that seek to mitigate potential negative effects of planned growth, and there are policies that provide strategic direction with regards to infrastructure provision to support development.
- 8.1.4 As well as planned growth, the policies in the Plan relate to ad hoc development, and provide strategic direction. Together with the effects associated with planned growth, this provides an overall picture for each sustainability topic.
- 8.1.5 The predicted effects are recorded in line with the following significance scale. Significance is determined by professional judgement, taking into account a range of factors including the magnitude, likelihood, permanence, geographical scale and sensitivity of receptors. When determining significance it is important to compare the effects of the Plan to the ‘projected baseline’, which is what would be likely to happen in the absence of a new Plan (i.e. existing policies, plans and programmes would still be in place, as well as a national framework for Planning that would need to be taken into account).

Effects Significance	Effects symbol
Significant positive effects	++
Minor positive effects	+
Neutral effects	0
Minor negative effects	×
Significant negative effects	xx

Uncertain effects	Effects symbol
Uncertain significant positive effects	++?
Uncertain minor positive effects	+?
Uncertain effects	?
Uncertain minor negative effects	x?
Uncertain significant positive effects	xx?

**Table 8.1** Policies within the draft Wirral Local Plan

Reference	Policy Title
<b>STRATEGIC POLICIES</b>	
<b>WS 1</b>	The Regeneration and Development Strategy for Wirral 2021-2037
<b>WS 2</b>	Social Value
<b>WS 3</b>	Strategy for Housing
<b>WS 4</b>	Strategy for Economy and Employment
<b>WS 5</b>	Strategy for Green and Blue Infrastructure, Open space , Biodiversity and Landscape Protection
<b>WS 6</b>	Placemaking for Wirral
<b>WS 7</b>	Principles of Design
<b>WS 8</b>	Strategy for Sustainable Construction, Renewable and Low Carbon Energy
<b>WS 9</b>	Strategy for Transport
<b>WS 10</b>	Infrastructure Delivery
<b>WS 11</b>	Strategy for Town, District and Local Centres
<b>WS12</b>	Monitoring and review
<b>AREA REGENERATION POLICIES</b>	
<b>RA 1</b>	Seacombe River Corridor Regeneration Area
<b>RA 2</b>	Scotts Quay Regeneration Area
<b>RA 3</b>	Birkenhead Waterfront Regeneration Area
<b>RA 4</b>	Central Birkenhead Regeneration Area
<b>RA 5</b>	Hind Street and St Werburghs Regeneration Area
<b>RA 6</b>	Wirral Waters Regeneration Area
<b>RA 7</b>	Hamilton Park Regeneration Area
<b>RA 8</b>	Northside Regeneration Area
<b>RA 9</b>	Liscard Regeneration Area
<b>RA 10</b>	New Brighton Regeneration Area
<b>RA 11</b>	New Ferry Regeneration Area
<b>WP 1</b>	Policy for Wallasey
<b>WP 2</b>	Policy for the Commercial Core
<b>WP 3</b>	Policyfor Suburban Birkenhead
<b>WP 4</b>	Policy for Bebington, Bromborough and Eastham

<b>Reference</b>	<b>Policy Title</b>
<b>WP 5</b>	Policy for Leasowe, Moreton, Upton, Greasby and Woodchurch
<b>WP 6</b>	Policy for West Kirby and Hoylake
<b>WP 7</b>	Policy for Irby, Thingwall, Pensby, Heswall and Gayton
<b>WP 8</b>	Policy for the Rural Area
	<b>Detailed Policy</b>
<b>WD 1</b>	Landscaping
<b>WD 2</b>	Heritage Assets
<b>WD 3</b>	Biodiversity and Geodiversity
<b>WD 4</b>	Coastal Protection, Flood Risk, Sustainable Drainage & Natural Water Management
<b>WD 5</b>	Residential Extension
<b>WD 6</b>	Self-Contained Flats
<b>WD 7</b>	Houses in Multiple Occupation
<b>WD 8</b>	Specialist Housing
<b>WD 9</b>	Accommodation for Gypsies, Travellers and Travelling Showpeople
<b>WD 10</b>	Non-Residential Uses in Primarily Residential Areas
<b>WD 11</b>	Design in Centres
<b>WD 12</b>	Hot Food and Drink
<b>WD 13</b>	Telecommunications Development
<b>WD 14</b>	Pollution and Risk
<b>WD 15</b>	Contamination and Instability
<b>WD 16</b>	Hazardous Installations and Substances
<b>WD 17</b>	Safeguarding areas around aerodromes
<b>WD 18</b>	Health Impact Assessment
<b>WD 19</b>	Temporary buildings, structures and uses
	<b>Minerals and Waste Policies</b>
<b>WM 1</b>	Proposals for minerals development
<b>WM 2</b>	Maintaining a supply of aggregates
<b>WM 3</b>	Safeguarding mineral reserves and infrastructure
<b>WM 4</b>	Oil and gas development
<b>WM 5</b>	Restoration
<b>WW 1</b>	Waste management

## 8.2 Air quality

### *Influence of the Plan policies alongside the spatial strategy*

- 8.2.1 Policy WS 1 (The Regeneration and Development Strategy for Wirral 2021-2037) sets out the Council's strategic intentions in terms of the level and location of housing growth over the plan period. A minimum of 13,360 net additional dwellings are planned for, with identified supply of 16,322 dwellings. Locations for growth include urban sites within easy walking distance of existing towns, districts, local centres, or high frequency public transport corridors. This is likely to result in reduced reliance on private vehicles and encourage more sustainable forms of travel such as public transport, cycling and walking. The policy also sets out the intentions of the Council to move towards a zero-carbon future which will include environmental enhancement.
- 8.2.2 However, an increase of growth in areas that currently suffer from poor air quality could lead to increased traffic on roads, even if modal shift is encouraged and supported. A particular issue with growth in the urban areas could be increased traffic along routes towards employment opportunities in the east of the borough. Additional growth involved at the regeneration areas compounds this issue. The key to ensuring that negative effects are avoided in the long-term is to implement strategic infrastructure improvements, and to ensure that development prioritises walking, cycling and public transport.
- 8.2.3 Several Plan policies seek to achieve this. For example, transport infrastructure will be delivered over the plan period including improved public transport within Birkenhead Central and active travel networks for walking and cycling to access employment, health and leisure facilities throughout the Borough. A greenway (Dock Branch Park) in Birkenhead is also proposed. Improvements to the network should have knock on benefits for existing communities in the longer term, which could accelerate modal shift and offset increased growth.
- 8.2.4 The vast majority of development will be located on sites within easy walking distance of an existing town, district or local centre or a high-frequency transport corridor. Policy WS 7 (Principles of Design – Parking) also encourages more sustainable alternatives to private car journeys by allowing lower levels of car parking provisions.
- 8.2.5 To ensure that potential effects are well understood and addressed, proposals that generate a significant amount of movement must be supported by a Transport Statement or Transport Assessment and Travel Plan. Similarly, development generating heavy goods vehicle movements will be required to demonstrate that no harm is caused to the living conditions of residents.

- 8.2.6 The transport sector is one of the biggest contributors to harmful air pollution and these policies will facilitate and encourage more sustainable transport and offset some of the effects of increased traffic associated with growth. These policies will help to mitigate potential negative effects on air quality associated with growth / the spatial strategy. As such, these are positive policy measures with regards to air quality.
- 8.2.7 A range of other plan policies will need to be taken into consideration when planned development is being implemented, all of which will contribute towards the avoidance of and mitigation of the effects of poor air quality.
- WS 7 requires that developments avoid amenity problems caused by air quality (amongst other things).
  - Policy WD 1 requires that landscaping incorporates measures to help address poor air quality.
  - Policy WD 14 states that development that will lead to an unacceptable risk to human health and the environment will not be permitted (including consideration of air quality).

#### ***General development***

- 8.2.8 In addition to planned growth, ad hoc development will also need to be mindful of potential amenity impacts, including air quality.

#### ***Overall effects: Summary***

- 8.2.9 On balance, mixed effects are predicted. In the short term there could be some minor negative effects due to increased congestion, construction traffic and interruptions and a continued preference for car usage. However, the Plan policies are supportive of modal shift, identify the infrastructure that will be needed to achieve this, and require developments to facilitate sustainable travel. Coupled with the national drive towards reducing emissions associated with car traffic, in the long term it is predicted that air quality will improve, and this will in part be due to the Local Plan policies when considered together. **Minor positive effects** are predicted in this regard.

## 8.3 Biodiversity

### *Influence of the Plan policies alongside the spatial strategy*

- 8.3.1 The Plan promotes urban intensification, by developing urban sites and by increasing densities across selected settlements in Wirral (in particular the Birkenhead area). The locations are a mix of urban and waterside locations that fall within the impact zones for the River Mersey SSSI, SPA and SAC, along with sites in the Liverpool Bay impact zones. The majority of sites are brownfield, most of which are thought to have limited value, but others that may be rich in species and natural habitats where natural regeneration has occurred. It is anticipated that permanent effects on biodiversity should be avoidable, but it will be important to manage disturbance and pollution that could affect waterside environments in particular. There are several plan policies in place (see discussion below) that ought to ensure that development does not bring about significant negative effects. In particular, Policies WS 5 and WD 3 would not allow development to occur until ecological impacts have been explored and addressed.
- 8.3.2 In terms of functionally-linked land, the HRA concludes that the urban housing sites are likely to offer limited value, and so **neutral effects** in this respect are predicted.
- 8.3.3 The majority of the remaining housing sites across the urban areas are small – medium in scale and dispersed throughout the borough, which is likely to minimise the opportunities to enhance and connect the green infrastructure network through onsite improvements alone. In this respect, only **minor positive effects** are predicted and are likely to occur in the longer term.
- 8.3.4 Larger site options may be able to deliver some strategic green infrastructure improvements, which can help with wildlife and biodiversity enhancement. This could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters. With a proactive approach to biodiversity in new development, a net gain in biodiversity could possibly be achieved across the urban areas in the longer term. Several Plan policies set a framework for ensuring that development associated with the spatial strategy achieves such positive effects. In particular, there is a need to demonstrate a 10% net gain in biodiversity value (or 20% on Council owned sites). Where sites are of limited ecological value, it ought to be possible to achieve net gain on site, despite their high-density urban characteristics. This would bring about the potential for significant positive effects. However, on the other hand it could be difficult to achieve net gain on site where there is limited development space and a need to achieve high densities.

- 8.3.5 In such instances, offsite measures will be required (as noted in the supporting text to Policy WS 5), so improvements elsewhere in the borough could be supported. On balance, the potential for **significant positive effects** exists in the long term.
- 8.3.6 Substantial levels of growth in the regeneration areas could bring some **minor negative effects** on biodiversity through increased (cumulative) disturbance of water environments. However, the majority of development opportunities throughout this area are brownfield land and buildings that are likely to have more limited ecological value.
- 8.3.7 In this respect, it ought to be possible to avoid significant effects on habitats and incorporate mitigation measures. The high-density approach to development could make it difficult to secure significant areas/quantities of new habitat as such, but with a proactive approach to design, it is possible that biodiversity features could be implemented such as green walls, green and brown roofs, urban gardens and tree planting. Given that many areas will have a low ecological baseline, it is possible that biodiversity net gain could be achieved throughout the urban area.
- 8.3.8 Potential **significant negative effects** are highlighted associated with employment and housing growth along the Mersey Estuary coastline. Potential impacts of the proposed allocations on the European Sites in the Mersey Estuary have been assessed in the HRA and with recommendations from the HRA incorporated in the Local Plan policies and supporting text, this, should help to ensure that significant effects are managed, particularly on a site-by-site basis. The potential for cumulative effects ought to be considered too, especially as the area-based priorities identify the need to protect and enhance important biodiversity assets. As such, only temporary **minor negative effects** are predicted overall related to initial disturbance associated with construction. Policy WD 4 which seeks to manage pollution, will be important in this respect. There are also areas of priority habitat (primarily deciduous woodland) on a number of allocated sites in the Port Sunlight / Bromborough areas which will need to be avoided and / or any loss compensated for.
- 8.3.9 Policy WS 1 confirms that a multifunctional green and blue infrastructure network will need to be delivered over the Plan period. Policies WS 5 and WS 3 in particular help to set out how this will be achieved.
- 8.3.10 Policy WS 5 (Strategy for Green and Blue Infrastructure, Biodiversity, Open Space and Landscape Protection) supports the protection, enhancement and creation of connected green and blue infrastructure (GBI) and development proposals will be required to contribute towards this. It is clear that the loss of green and blue infrastructure is unacceptable and only allowed in exceptional circumstances.

- 8.3.11 The policy also sets out the requirement to conserve and enhance Priority Habitats and Nature Improvement Areas at specified locations including the Mersey Estuary (where substantial growth is proposed). Development would also be required to provide measurable net gains in biodiversity (a minimum of 10%) and help create / enhance coherent ecological networks.
- 8.3.12 Mitigation will be required for recreational disturbance from new major residential development and tourist development. This will involve a mix of access management, habitat management and provision of alternative recreational space to be secured through a legal agreement before planning permission is granted. This policy is likely to have positive effects on biodiversity as it not only seeks to protect existing assets but also seeks quantifiable net gain and connected / coherent ecological networks which should help protect and enhance biodiversity.
- 8.3.13 Complementing Policy WS 5, Policy WD 3 (Biodiversity and Geodiversity) requires that development ensures the protection of biodiversity and geodiversity assets in the Borough and helps create and enhance ecological networks. Where development would result in significant harm to biodiversity that cannot be adequately mitigated or compensated for then planning permission would be refused, particularly for the most sensitive locations such as SPAs/SACs and SSSIs. Similarly, proposals resulting or deterioration in irreplaceable habitats will be refused unless there are ‘wholly exceptional’ reasons and a mitigation / compensation strategy in place.
- 8.3.14 Proposals affecting biodiversity would also be required to prepare an ecological assessment that establishes the ecological baseline, impact assessment findings and details of mitigation and compensation. This helps to provide a framework for the request of information to help avoid negative effects upon biodiversity.
- 8.3.15 Whilst these policy measures are likely to have beneficial effects on biodiversity, the plan does not entirely rule out development that might adversely impact SSSIs and sites of local importance. However, it must be ensured that there are no alternatives and the benefits of development clearly outweigh the impact on the site including their contribution to wider ecological networks. Together with the need for mitigation, compensation and net gain, the Plan sets a relatively high bar in relation to the value of biodiversity.

### ***General development***

8.3.16 With regards to ad hoc development and other forms of land use change, the Plan includes several policies that seek to protect and enhance biodiversity.

- WS 1 identifies a series of key infrastructure to be delivered in support of the strategy for the Borough. A green and blue infrastructure network is specifically included.
- Policy WS 10 (Infrastructure Delivery) is likely to have positive effects on biodiversity as it requires development to implement mitigation measures in order to prevent significant harm to the environment including impact on European Sites and their supporting habitats and other biodiversity assets.
- Policy WD 4 (Coastal Protection, Flood Risk, Sustainable Drainage & Natural Water Management) states that Development proposals within areas likely to be affected by coastal erosion will only be permitted where it can be demonstrated that erosion or landslip are not likely to occur during the lifetime of the development and it is therefore safe, in line with national policy.
- WS 4 (Strategy for Economy and Employment) seeks to ensure that development that could affect ports and water quality does not affect the integrity of biodiversity assets and their supporting habitats.

#### ***Overall effects: Summary***

8.3.17 Whilst the employment and housing growth proposed is likely to disturb biodiversity habitats and species, policies WS 5 and WD 3 in particular will offer protection to biodiversity assets as well as seeking enhancements. The Plan Policies seek to avoid harm to habitats and species, mitigate recreational disturbance (and other impacts) and, ultimately, achieve a net gain in biodiversity. There are several nature improvement areas identified where such net gains are likely to be targeted.

8.3.18 However, the spatial strategy allocates sites and broad locations that have some sensitivities (and therefore certain effects in the short term may be unavoidable).

8.3.19 Developments that have detrimental impacts on biodiversity assets are not entirely ruled out because the Plan allows potential compensation / offsetting to be considered where the benefits of such developments outweigh the harm to biodiversity assets.

8.3.20 There could therefore be negative effects on biodiversity in some locations, which could be considered permanent. There are also likely to be temporary minor negative effects on habitats and species due to increased construction and pollution in areas close to coastal environments. This is particularly the case for proposed employment development concentrated along the River Mersey alongside substantial housing intensification.

8.3.21 Despite these localised and / or temporary **minor negative effects**, the overall effects in the long term for the Borough are predicted to be **significantly positive** when considering the need to achieve at least 10% gain in biodiversity and a clear framework for implementing this.

## 8.4 Climate change adaptation

### *Influence of the Plan policies alongside the spatial strategy*

#### *Flood Risk*

8.4.1 The Plan involves dispersed growth in the urban areas on mostly brownfield land. In this respect, new development is unlikely to substantially alter drainage patterns, as it will not result in wholesale changes in the amount of hardstanding. The majority of sites identified for residential development are within Flood Zone 1, and so neutral effects are predicted in the main. However, some important sites fall within Flood Zones 2 and 3 and/or are affected by surface water flooding. Cumulative effects of development could lead to negative effects in this respect.

8.4.2 Notable sites which are allocated for housing and overlap with Flood Zone 2 and 3 areas are as follows. (These sites have been subject to Level 2 Strategic Flood Risk Assessment)

- Res-SA4.6, Former Croda, Bromborough Pool
- Res-SA5.3, East of Typhoo, Moreton
- Res-RA6.5, Wirral Waters - Northbank East 3 (Tower Road)
- Res-RA6.2, Wirral Waters - Vittoria Studios

8.4.3 Further development in the regeneration areas would most likely be within Flood Zone 1. However, there are areas across Birkenhead falling within Flood Zone 2 and 3 as well as the area being affected by surface water flooding.

- 8.4.4 Development in such locations could put new development at risk of flooding. The Settlement Area policies and Regeneration Area policies do not set out specific requirements in relation to mitigation of flood risk, so the presumption is that policy WD 4 will be of upmost importance.
- 8.4.5 Given the requirements of WD4 (Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management), it is considered unlikely that new homes would be put in areas directly at risk of fluvial flooding, even though some allocated sites do overlap with areas of risk.
- 8.4.6 Policy WD 4 states that '*development must be located in areas at lowest risk of flooding from all sources, unless the Sequential Test and where appropriate the Exception Test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in areas with lower risk of flooding*'. This will help to ensure that areas with partial overlap with flood zones 2 and 3 can be avoided. For the listed sites above though, there is 100% overlap, and so this element of the policy will not be applicable. In such instances, there will be a reliance on mitigation, which Policy WD 4 alludes to.
- 8.4.7 Policy WD 4 also encourages the adoption of permeable surfaces, SuDS and urban green and blue infrastructure which should help to manage surface water run-off and flooding. There is a preference for natural flood management techniques, and there is a desire to achieve discharge parameters that are close to greenfield sites where practicable.
- 8.4.8 As a result of the Plan Policies, the overall effect of the spatial strategy is predicted to be **neutral / minor negative** with regards to flood risk. A small number of sites overlap with flood zones 2/3 entirely, and despite mitigation measures to reduce the impact of flooding, these sites are not ideally located in this respect.
- 8.4.9 In the longer term, **minor positive effects** could arise if rates of run off in the urban areas are improved, and natural solutions to drainage are successfully implemented. However, this is not a certainty.

#### *Urban heating*

- 8.4.10 Greater density buildings and occupation / activity in the urban areas could contribute to a higher heat island effect in the urban areas of Birkenhead in particular. Whilst the effects are minor, and could be designed out (as noted in Policy WS 8 Strategy for Sustainable Construction, Renewable and Low Carbon Energy), they are potentially negative.
- 8.4.11 Conversely, development throughout the urban areas should present an opportunity to introduce urban greening measures, which can help with climate change resilience for wildlife and human health.

8.4.12 This could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters, in terms of helping to reduce a potential heat island effect. However, these benefits would be reliant upon such measures being incorporated into new development. Given the lack of space and the intensification involved in the urban areas, it is unclear the extent to which urban greening will be achieved. However, Policy WS 5 seeks to implement green and blue infrastructure through development, which is beneficial in this respect. In addition, Policies WS 1 and WS 6 require that development is adaptable to climate change, and several of the area based policies identify the need for green and blue infrastructure corridors. Consequently, **minor positive effects** are predicted overall.

### ***General development***

8.4.13 In addition to growth associated with the spatial strategy, the Plan will ensure that other forms of development are designed appropriately so as to manage flood risk. For example:

- Policy WS 1 highlights the importance of planning for a robust green and blue infrastructure strategy, and that development is resilient to climate change.
- WD 9 will ensure that new pitches for Gypsies, Travellers and Travelling Showpeople are not at risk of flooding.
- WD 6 and WD 7 state that basement flats will not be permitted in Flood Zones 2 and 3.
- Policy WS 5 (Strategy for Green and Blue Infrastructure, Biodiversity and Open Space) seeks to protect, enhance and create new GBI networks as part of new development to support urban greening and sustainable drainage systems. Development proposals will be required to contribute towards this objective.
- Where on site open space provision is not possible, or required, financial contributions will be sought to make appropriate provision elsewhere. GBI can provide multiple flood risk benefits and the policy should generally have positive effects, however it doesn't specifically refer to GBI at the most vulnerable sites.

### ***Overall effects: Summary***

8.4.14 Whilst the majority of sites identified for residential development are within Flood Zone 1, the Plan includes some allocations (residential and employment) in areas within Flood Zones 2 and 3. Plan Policies serve to ensure that flood risk will be avoided and minimised though, so only minor negative effects are predicted in this respect.

- 8.4.15 Furthermore, the provision of green and blue infrastructure and incorporation of natural SuDS into development will reduce residual flood risk throughout the borough and potentially improve drainage in the urban areas if proactive approaches are taken.
- 8.4.16 In relation to other aspects of climate change resilience, the Plan could have some indirect benefits in relation to urban cooling. However, these effects would likely be minor, and could be offset by the overall increase in density and built development in the urban areas.
- 8.4.17 Overall, **minor positive effects** are predicted with regards to climate change adaptation.

## 8.5 Climate Change Mitigation

### *Influence of the Plan policies alongside the spatial strategy*

- 8.5.1 The Plan is focused on urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral (particularly to the east). Broadly speaking, these locations have good access to jobs, services and public transport. Therefore, new development should be less likely to generate long car trips (and associated emissions). This approach would also limit further growth in less accessible locations.
- 8.5.2 Therefore, the strategy leads to **minor positive effects** as it helps reduce travel (length and number of journeys) that would otherwise be the case if growth was in less sustainable locations. It also promotes denser development which should serve to reduce reliance on car journeys and facilitate modal shift thus helping to reduce emissions associated with vehicular traffic.
- 8.5.3 Furthermore, the higher density development strategy makes decentralised energy schemes potentially more viable. There is an identified heat network in Birkenhead, for which development should be able to connect to (and will be required to do so). Policy WS 8 and WS 10 strengthen the likelihood of new development connecting to networks by setting out requirements in this respect. Focusing large amounts of growth into locations where there are known opportunities should therefore lead to positive effects with regards to reducing carbon emissions from the built environment.
- 8.5.4 Policy WS 8 (Strategy for Sustainable Construction, Renewable and Low Carbon Energy), supports more energy efficient development focusing on an energy hierarchy approach which prioritises passive and energy efficient design.

- 8.5.5 Where such measures are deemed not feasible the plan seeks compensation for residual carbon emissions through the provision of renewable energy firstly on site, and then offsite.
- 8.5.6 Policy WS 8 also sets out the Council's ambition for buildings to minimise contribution to climate change, and a post occupancy evaluation report is required to ensure that buildings performed as planned. This is a mechanism for ensuring that the policy is applied effectively (along with the requirement for an Energy and Climate Statement).
- 8.5.7 The requirement to consider the whole life cycle of development to address embodied carbon is also a positive inclusion in the policy, as is the need to reduce demand for energy use associated with water, ventilation and cooling.
- 8.5.8 Renewable and low carbon energy schemes are also supported, with a focus on heat and power networks, which links well to the spatial strategy of urban concentration.
- 8.5.9 Taken together, the spatial strategy and Plan approach to tackling climate change should lead to **significant positive effects**. New development is required to be built to high standards, and a focus of growth in urban areas means that effective travel and heat network opportunities can be taken advantage of.
- 8.5.10 The benefits are offset somewhat by a focus on employment growth in some sectors that are contributors to greenhouse gas emissions (for example road-based distribution and manufacturing). Nevertheless, the overall balance of effects is considered to be significantly positive.

### ***General development***

- 8.5.11 In addition to the growth planned through the spatial strategy for housing and employment, the Local Plan contains several other policies of direct relevance to climate change mitigation.
- 8.5.12 Standalone renewable and low carbon energy schemes are supported through Policy WS 8. In particular, opportunity areas are identified for heat network development, which is a proactive approach. A potential area of enhancement would be to clearly specify areas that are particularly suitable for other renewable energy schemes, particularly since this will be a mechanism for dealing with residual emissions.
- 8.5.13 Policy WS 9 (Strategy for Transport) supports greater use of public transport, walking and cycling. Development would be expected to improve accessibility and connectivity to facilitate sustainable travel options giving priority to walking, cycling and public transport.

8.5.14 They would also be expected to provide EV charging infrastructure and include cycle storage / parking facilities and associated facilities (e.g. lockers and showers). There is commitment to a mass transit scheme, which should help to change travel behaviours in the longer term. When exploring routes for a scheme, it would be beneficial to undertake environmental assessment (either SEA or EIA depending on the scale / level of detail).

8.5.15 The supporting text to Policy WS 4 (Strategy for Economy and Employment) supports certain industries identifying as priority sectors for growth. These include green growth and technology that addresses climate change such as the construction (including supply chain) of offshore windfarms, solar power and low carbon technologies. Whilst this is likely to have positive effects on climate change mitigation it is negated somewhat, by the other, more polluting industries included, such as the maritime, heavy engineering and logistics/ distribution sectors.

8.5.16 Conversely, the provision of employment and economic growth locally is likely to be beneficial in terms of reducing the need of residents to travel further (or commute) to access employment thus helping travel/ transport associated emissions.

8.5.17 The Plan also includes Policy WM 4 (Oil and Gas development) stating that these will only be permitted where it can be demonstrated that the risk of adverse impacts have been fully addressed. Whilst this should help to address local environmental and health impacts, fossil fuels are major contributors to climate change and there are negative implications in this respect. However, the extraction of hydrocarbons is driven by the presence of resources and the granting of appropriate licenses. Therefore, the Local Plan can only have a limited role in terms of discouraging the use of fossil fuels in this respect.

8.5.18 Several recommendations have been made at this stage to enhance the Plan in respect of climate change mitigation. The changes would result in minor improvements, but nevertheless would contribute to emissions reductions.

- Encourage renewable energy supply on permanent Gypsy sites through Policy WD9
- Encourage residential extensions to implement low carbon sources of energy supply and the use of materials with low embodied carbon.

### ***Overall effects: Summary***

- 8.5.19 On balance, the Plan is predicted to have a positive effect in terms of climate change mitigation. The spatial strategy focuses growth in urban areas that should lead to lower carbon emissions from travel and the built environment (through denser forms of development in accessible locations). The framework for securing low and zero carbon development is proactive and sets out opportunity areas for district wide energy schemes, as well as a framework for securing carbon emission reductions.
- 8.5.20 Though not explicit in any of the policies, the Plan facilitates the growth of green technology sectors and renewable energy schemes, which are needed to drive the move towards zero carbon lifestyles.
- 8.5.21 It must be acknowledged that new development will no doubt increase carbon emissions, particularly during the construction phase. However, the Plan does well to reuse land resources, and seeks to ensure that new development is of a higher standard than current building stock.
- 8.5.22 This should mean that per capita emissions reduce in the longer term, and in the absence of the Plan, the degree of change is likely to be lesser and slower. Overall, **significant positive effects** are predicted.

## **8.6 Economy and employment**

### ***Influence of the Plan policies alongside the spatial strategy***

- 8.6.1 The majority of employment land (and housing) is proposed along Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, positive effects are likely to be generated with regards to economic growth, investment and employment.
- 8.6.2 The Plan promotes substantial housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of new affordable homes and associated infrastructure improvements would be most likely to help address inequalities (provided that new housing is accessible and what local communities need). Most housing growth is directed to the east of the borough, and it is therefore accessible to existing and future job opportunities and public transport. Growth is managed in the more affluent areas, and also avoids green belt release, which helps to support this regeneration-led approach. In this respect, **significant positive effects** are predicted with regards to economy and employment.

- 8.6.3 The supporting plan policies seek to ensure that the focus on regeneration has benefits for those most in need. In particular, there is a requirement through Policy WS 2 for major developments to demonstrate how social benefits will be achieved.
- 8.6.4 One area where the Plan strategy could generate negative effects is a reliance on employment land to deliver housing growth on certain sites. If suitable replacements are not provided, this could lead to negative effects in terms of employment land availability in certain areas. However, Policy WS 4 (Strategy for Economy and Employment) sets out to deliver employment needs of the Borough by allocating sites for employment. The intention is to retain the highest quality sites along with secondary locations (Eastham, Mid Wirral and West Wirral) to ensure a wider geographical spread of employment sites. The Policy also retains a buffer supply of land in addition to identified requirements. This should help to offset any losses of employment land to housing growth.
- 8.6.5 The Plan seeks synergies with regional and local growth strategies such as, the National Industrial Strategy, Northern Powerhouse, the Liverpool City Region Growth Strategy and the Wirral Growth Plan, by aiming to provide sustainable employment / and reducing unemployment and inequalities, particularly in east Wirral. It sets out to achieve this by supporting regeneration through the spatial strategy, and the provision of a wide range of employment and mixed-use sites.
- 8.6.6 A range of supporting infrastructure will be required to support focused growth, and this is set out principally in WS 10 and the area-based policies. Of particular note:
- Development would not be allowed if there is no prospect of resolving known Infrastructure issues;
  - All development must be capable of enabling full fibre broadband, which will be beneficial for home working and networking;
- 8.6.7 WS 9 is also important as it sets out specific transport schemes that will be important for managing the increased growth in urban areas of Birkenhead in a more sustainable way (thus supporting access to local businesses, tourism and facilities).
- 8.6.8 Overall, the Plan strategy and supporting policies are predicted to have **significant positive effects**.

#### ***General development***

- 8.6.9 In addition to the positive effects associated with the spatial strategy, there are a range of Plan policies that will contribute further towards a strong economy in the Borough.

- 8.6.10 Policy WS 4 supports the visitor economy and aims to grow tourism, primarily through regeneration of the urban areas.
- 8.6.11 Strategic port related facilities and infrastructure is safeguarded from non-port related development, which will help maintain growth in these sectors.
- 8.6.12 Existing employment areas will be safeguarded from non-employment uses (aside from those proposed for housing release).
- 8.6.13 By supporting green technology such as the construction (including supply chain) of offshore windfarms, solar power and low carbon technologies, Policy WS 4 is likely to have a wider positive effect on employment and economy as these industries are likely to continue to be in demand thus creating employment opportunities for the foreseeable future.
- 8.6.14 These are uncertain effects though, as the policy wording does not explicitly require land to be safeguarded for such uses.
- 8.6.15 Policy WS 11 (Strategy for Town, District and Local Centres) seeks to support and maintain the vitality of town and local centres by for example, allowing pop-up uses and enabling residential uses to support centres. This may lead to permanent loss of some employment land but may also help make remaining town centre businesses more viable by increasing footfall for example. That said, national planning legislation which extends permitted development rights to all of the Class E use class premises (e.g. shops, services, cafés/restaurants and office uses) allows changes of use between them and to also to be converted into residential units (within certain prior approval considerations, thus not automatically). Therefore, this is a potential risk even in the absence of the plan.
- 8.6.16 As well as the direct impacts on the construction industry, a strong focus on master-planned regeneration areas, high-quality design, reuse of historic buildings, and sustainable design will support particular industries in the Liverpool City Region such as planning consultancies, design companies, heritage specialists, ecologists etc.
- Overall effects: Summary***
- 8.6.17 The Plan is predicted to generate **significantly positive effects** on economy and employment as it promotes substantial housing growth, provides new affordable homes and employment sites in urban areas that are in need of regeneration including many areas suffering from high levels of deprivation. Whilst there is the potential to lose some employment land to residential uses, the plan allocates new employment sites to meet the borough's needs and adds an additional buffer to ensure needs are met over the plan period.

8.6.18 Furthermore, by supporting and seeking to grow the visitor/ tourist economy, the green economy and port-related developments, the plan is likely to lead to new, high quality, employment opportunities in Wirral and across the Liverpool City Region.

## 8.7 Health

### ***Influence of the Plan policies alongside the spatial strategy***

- 8.7.1 The Plan places a large amount of growth in areas that are experiencing health deprivation such as within Birkenhead (in particular). Several locations are identified as Regeneration Areas, with corresponding policies to guide development in these locations.
- 8.7.2 A master-planning approach is proposed for each area which would apply to development proposals at these locations. The regeneration is envisaged to address existing problems and realise the full potential offered by their locations. The policies seek to promote access to coastal recreation such as coastal promenades and open spaces, as well as a wider integrated network of open space.
- 8.7.3 As well as general urban greening requirements, several green and blue infrastructure schemes of strategic importance are promoted in the policies of the Plan (which will have positive effects on health and wellbeing) including:
  - Dock Branch Park;
  - High quality cycle routes to connect Liscard with the ‘Left Bank’;
  - Wirral Waters Landscape Improvement Area; and
  - River Birket Wetland creation.
- 8.7.4 The Plan focus on urban intensification and regeneration should have benefits with regards to the provision of affordable homes, the improvement of the public realm (with knock on benefits in terms of addressing crime and disorder), and in terms of being accessible to existing healthcare facilities, community facilities and jobs.
- 8.7.5 There will be a need to implement affordable housing in line with Policy WS 3. This policy recognises that there could be viability issues to address on certain sites allocated in the urban areas. However, the policy seeks to ensure that affordable housing is secured at least in the longer term when viability issues are resolved. There is also a need to provide an appropriate mix of homes that are tenure blind.

- 8.7.6 In terms of open space and recreation, the Plan will place new homes within walkable communities in the main, which is positive in terms of active travel. There would be limited loss of greenspace, and access to existing urban leisure and recreation facilities would be good.
- 8.7.7 The potential to implement open space improvements might be somewhat limited given the need for intensification of built development. Furthermore, access to open countryside / greenspace would not be ideal within the more-dense urban areas. Plan policies such as WS 5 (Strategy for Green and Blue Infrastructure, Biodiversity, Open Space and Landscape) are important in this respect as they seek to enhance networks through the urban areas. By allocating accessible urban green and open spaces and corridors, such as the greenway (Dock Branch Park) in Birkenhead this helps to ensure that important features are available to the population.
- 8.7.8 The Plan policies also seek to ensure that development will benefit communities rather than exacerbate inequality, and in this respect Policy WS 2 (Social Value) is particularly important. Investment in new housing in the urban areas therefore ought to have knock on benefits for deprived communities. The inclusion of regeneration areas enhances the likelihood of positive effects being more widespread and / or of a greater magnitude, as even higher growth will be achieved in the urban areas.
- 8.7.9 This is reinforced by WS 6 (Placemaking for Wirral) which seeks to ensure healthy and active lifestyles and provide walkable neighbourhoods. By siting development growth within easy walking distance of service/ employment centres and frequent public transport, the plan encourages healthier, active travel modes (walking and cycling).
- 8.7.10 The quality of new homes built in the urban areas should be of a higher standard than the current stock, and this ought to benefit health and wellbeing of occupiers. In particular, at least 6% of new housing will need to be wheelchair accessible. This is likely to have positive effects on health particularly for disabled residents and deprived households who are likely to be in the most acute need for suitable housing. A safe, comfortable, and affordable home has considerable beneficial impacts on physical and mental health, providing access to work and services and creating a sense of stability and being connected to a local community or neighbourhood.
- 8.7.11 Considered together, the Plan policies are likely to promote mental and physical health improvements and reduce morbidity and mortality in residents through the provision of quality homes and jobs, stress alleviation, stimulating social cohesion and supporting physical activity.

8.7.12 Therefore, overall, the Plan is likely to bring about **significant positive effects** with regards to health and wellbeing.

8.7.13 It is important to note that a small number of communities in the urban areas could experience negative implications such as increased traffic and disturbance through construction. Gentrification is a potential concern, but the Plan makes it clear that improving social value and achieving inclusive regeneration is a key objective.

8.7.14 There is also the potential for amenity effects in areas where development occurs (though WS 6, WS 7 and the area – based policies do seek to ensure such effects are avoided and managed). Therefore, taken together, these are only **minor negative effects** from a borough wide perspective.

8.7.15 In recognition of the potential for negative effects, the Plan includes a requirement for certain developments to undertake health impact assessments and to demonstrate how negative impacts would be addressed. This should help to further ensure that negative effects are minimised for the planned growth.

### ***General development***

8.7.16 Any ad hoc development of homes and employment will need to be built in accordance with the Plan's strategic principles and detailed policy requirements.

8.7.17 This will contribute to the positive effects associated with the Planned growth (i.e., more affordable homes and contributions to social infrastructure).

8.7.18 There are a range of additional policies in the Plan that seek to ensure that positive outcomes arise with regards to health and wellbeing.

- Policy WD 9 will provide suitable accommodation for Gypsies and Travellers.
- Policy WS 4 which allocates land for employment and seeks to support local employment will have positive impact on health as long-term employment and job security are important to physical and mental wellbeing.
- Policy WS 9 (Strategy for Transport) seeks to improve connectivity through an improved transport network and public transport schemes that provide sustainable active travel modes such as walking and cycling routes (e.g. LCWIP Corridor and a greenway). The policy is potentially positive as it seeks to deliver multiple mobility options to all, which is beneficial in terms of reducing social exclusion.

- Similarly, the provision of enhanced information and communications technologies, such as high-speed fibre broadband, can also enable Internet-based increase in accessibility enabling virtual-mobility.
- Policy WS 10 (Infrastructure Delivery) requires new development to demonstrate how services infrastructure (e.g. cable conduits for full fibre broadband) would be provided.
- Policy WS 10 seeks to protect essential community facilities and services (e.g. education, health, emergency services).
- Policy WD 12 seeks to avoid concentrations of hot foot takeaways, and includes restrictions around their location and operation near to schools.
- WD 18 requires a health impact assessment to be carried out for certain developments and for impacts to be addressed.

#### ***Overall effects: Summary***

- 8.7.19 Overall, the plan is predicted to have **significant positive effects** on health and wellbeing as the scale and location of growth proposed should engender new and enhanced community infrastructure (including healthcare, recreation, public transport and green and blue infrastructure).
- 8.7.20 The regeneration policies focusing development of housing (including affordable homes), employment and community facilities in the more deprived areas of the Borough are likely to engender more inclusive communities, and Plan policies are proposed that seek to ensure growth brings social benefits whilst minimising negative effects in terms of amenity.
- 8.7.21 The quality of new homes is likely to be higher than much of the existing stock, and this should cater to a wider range of community needs.
- 8.7.22 The scale of growth and the transport policies within the plan are likely to facilitate multi modal transport options helping improve access to amenities, employment and services for all residents; including substantial support for active travel.
- 8.7.23 Additional Plan Policies seek to protect important contributors to health and wellbeing such as community facilities, biodiversity assets, open space, heritage and job opportunities.

8.7.24 Some **minor negative effects** are acknowledged, as development might not be welcomed by certain communities, could lead to increased traffic in certain locations, and could place pressure on existing facilities should improvements not be secured in a timely manner.

## 8.8 Heritage

### *Influence of the Plan policies alongside the spatial strategy*

- 8.8.1 The Plan involves a range of housing sites in the urban areas of the main settlements across the Borough (particularly to the east). In some locations, there are limited sensitivities and the sites involved are poor quality in terms of character. Therefore **neutral effects** are predicted in this respect. This applies to most of the development proposed in Heswall (Settlement Area 7), the rural areas (Settlement Area 8), mid Wirral (Settlement Area 6) and Sub-Urban Birkenhead (Settlement Area 5). At West Kirkby and Bromborough, there are some local features that could be affected by development, but mitigation ought to ensure that the residual effects are **neutral** too (or potentially positive). The exception is a larger site at Grange Hill (Res SA6.4) which could affect the setting of a Grade II\* war memorial nearby. Plan policies will require that issues are explored and mitigated, and there is also a site specific policy that seeks to address these issues. Therefore, the potential for **minor negative effects** is reduced / and an uncertain neutral effect is recorded. .
- 8.8.2 In other locations, development is proposed that is close to conservation areas and / or listed buildings. For example, In Wallasey (Settlement Area 1) several sites are identified for intensification which are adjacent to listed buildings (i.e. Wallasey Town Hall). However, the existing site conditions / character of the existing buildings is poor, and development is most likely to lead to improvements rather than negative effects. There is also one allocated housing site that contains a Grade II listed building (Res-SA3.2). This is a former junior school, which will need to be retained as part of any development. Plan policies will require that issues are explored and mitigated, but there is no site-specific policy, and thus the potential for **minor negative effects** remains.
- 8.8.3 The key area where effects are likely is the Commercial Core (Settlement Area 2). There are several large sites proposed in areas that contain multiple listed buildings and overlap with Conservation Areas. Of particular importance are the sites along the River Mersey which form a backdrop to Liverpool and contain listed assets. In this wider area there are also a number of listed buildings. Additional growth in the regeneration areas could have similar effects, which would serve to create cumulative effects on heritage across the Commercial Core in particular.

- 8.8.4 Large amounts of housing development are proposed adjacent to the Bromborough Pool Conservation Area on land that does not contribute positively to the setting of the Conservation Area and its' many listed buildings. Well -designed residential development could therefore have positive effects with regards to townscape.
- 8.8.5 There are many listed heritage assets within the regeneration areas, and it is likely that many could be the subject of regeneration. Effects are potentially negative or positive, but this is dependent upon design and layout. If buildings are lost or damaged by development, these could be significant negative effects. If facades can be retained and suitable reuse of buildings achieved, then positive effects are more likely. There are a range of more contemporary buildings throughout the regeneration areas that detract from the setting of the heritage assets and the character of the Conservation Areas.
- 8.8.6 Should these be redeveloped in a more sensitive way, the character and quality of the built environment ought to be further improved across a wider area.
- 8.8.7 In this context, several Plan policies seek to ensure that the effects of urban intensification and regeneration are positive rather than negative. There are several Plan policies that set out the importance of heritage both broadly, and at specific locations.
- Policy WD 2 (Heritage Assets) seeks to protect and conserve heritage assets and where appropriate enhance the historic environment in Wirral. Proposals likely to have an impact upon heritage assets or their setting must be accompanied by a Heritage Impact Statement (HIS).
  - The Plan highlights the importance of the protecting the Borough's heritage assets such as the international heritage of Port Sunlight and Birkenhead and Liverpool's riverside.
  - WS8 seeks to achieve improvements in the energy performance of historic buildings without having negative effects on their character.
  - Policy WS 1 seeks to conserve heritage assets and their settings, aiming to sustain and enhance their significance whilst putting them to viable use consistent with their conservation. This is further echoed in policy WS 6 which requires development proposals preserve and enhance the character, integrity and setting of designated and non-designated heritage assets.

- Regeneration Area policies seek to preserve and enhance waterfront views and the setting of specific heritage assets, landmark heritage features and focal points of interest. There is also a clear framework that encourages the use of long-term use of vacant and under used heritage assets and vacant buildings more generally. There is also a focus on high quality design and public realm improvements. Where heritage is at risk, there are policy measures seeking to secure positive uses for heritage assets, which is a proactive approach to their protection and enhancement.
  - Development involving tall buildings must be accompanied by an assessment of the impact on townscape and heritage assets. Design must also be exceptional and make a positive contribution to the public realm at ground level.
- 8.8.8 Taken in combination, the Plan policies ought to ensure that the regeneration-led approach to growth in the Plan brings about **significant positive effects** with regards to the historic environment. However, there may be a small number of instances where harm to heritage assets is considered ‘acceptable’ when weighed against the public benefits. This could lead to some **minor negative effects**, but the extent of these would likely be limited given the Plan policy requirements. The setting of a handful of setting assets could also be impacted negatively, but mitigation through the Plan policies ought to ensure that these are only minor negative effect.

### ***General development***

- 8.8.9 In addition to the planned growth, the Plan will ensure that ad hoc development is managed (largely through WD2, WS6 and WS7) to ensure that effects upon heritage are neutral or positive rather than negative.
- 8.8.10 There are several other plan policies that should also have indirect positive effects in terms of heritage:
- The need to protect the vitality and character of town centres (WS11).
  - Support for tourism seeks to maintain the quality, attractiveness and accessibility of the waterfront environment. This should have knock-on benefits for the setting and experience of the historic environment.

### ***Overall effects: Summary***

- 8.8.11 The Plan policies support the conservation and productive use of heritage assets in the Borough. The focus on regeneration is more likely to lead to positive effects, as it will help to improve townscape and the public realm, with benefits in terms of the setting of heritage assets, the appearance of gateway locations and important views along the coast.

8.8.12 The potential risks of development leading to harm or loss of heritage assets and their settings is considered to be low, as the Plan includes a range of policies that protect cultural heritage, make use of vacant land and buildings, and ensure that design is of a high-quality, sensitive nature.

8.8.13 In the event that negative effects could arise, a Heritage Impact Assessment is required.

8.8.14 Plan policies also encourage redevelopment in areas where some of the existing buildings or layouts are incongruent with local historic environment, potentially helping to enhance heritage assets and their settings at such locations.

8.8.15 In addition to the growth strategy and supporting policies, the Plan supports the wider protection of the historic environment and its importance for tourism and community identity.

8.8.16 Therefore, the Plan is predicted to have **significant positive effects** on heritage.

8.8.17 Some **minor negative effects** could arise where the Plan policies allow for harm if it is deemed to be justified by the public benefits. Given the lack of site-specific guidance, there is also potential for the setting of some heritage assets to be negatively affected. However, these are considered unlikely to be common or widespread effects given the strong heritage-led approach to regeneration being proposed.

## 8.9 Housing

### *Influence of the Plan policies alongside the spatial strategy*

- 8.9.1 The Plan policies seek to meet identified housing needs in the Borough focussing growth in urban areas, in locations with good access to local services and employment. The total housing need identified is 13,360 dwellings over the plan period. The plan makes provision for the delivery of just over 16,322 dwellings (includes commitments, small sites and windfall development).
- 8.9.2 Policy WS 1 states that a minimum of 13,360 new dwellings will be delivered in the plan period. It also supports the provision of specialist housing for older residents and groups with particular housing needs. This is likely to have positive effects on housing as it is likely to increase choice in terms of tenures, sizes and types of housing available to residents.
- 8.9.3 Policy WS 3 (strategy for housing) requires that developments of 17 or more units include at least 6% wheelchair adaptable dwellings. The policy also requires that development schemes provide 10% to 20% Affordable Housing units. In lower viability areas S106 contributions could be required to enable AH provision to be realised at the later phases of development if proven necessary.
- 8.9.4 The regeneration policies reflect the spatial strategy; focussing development of housing (including affordable units), employment and community facilities in the more deprived areas of the Borough, which is likely to provide suitable housing particularly to those in deprived areas. Therefore, this set of policies is predicted to have **significant positive effects** on housing as the growth planned for should meet and potentially exceed the assessed needs. Affordable housing provision and the mix of types / sizes and tenures proposed will serve to increase housing choice and help those most in need to attain suitable housing.
- 8.9.5 The new employment allocations (WS 4) within the plan and the support offered to existing and new employment sectors is likely to make the Borough a more attractive place for employment and training opportunities locally. Additionally, the regeneration policies should serve to improve the desirability of housing developments in these locations. This could have a beneficial knock-on effect on affordable housing provision making their delivery more viable as land / market housing prices rise over the plan period. Similar effects are anticipated from policies WS 6 and WS 7 which set out placemaking and design principles that should help produce attractive, high-quality developments and regeneration schemes in the Borough.

- 8.9.6 A range of Plan policies set out requirements for new development before it would be considered acceptable. A proportion of the allocated sites in the urban areas and regeneration areas are affected by one or more constraints that mean that such requirements would come into play. For example, flood risk needs to be managed, biodiversity net gain needs to be achieved, high standards of sustainability in new development should be attained, affordable housing needs to be delivered in accordance with viability, and contributions to new facilities and transport may be necessary.
- 8.9.7 In some instances, this might prohibit the timely delivery of housing, and could potentially mean that delivery is lower than anticipated. This draws a question mark / uncertainty over the positive effects arising in full, but this is offset somewhat by the large margin of flexibility built into the planned supply of homes.
- 8.9.8 There is a comprehensive regeneration strategy being pursued by the Council to ensure that land for housing is maximised and supported over the plan period. The Plan also provides a buffer of supply to address any possible issues with delivery. In this respect, it is considered that significant positive effects are still likely to arise.

### ***General development***

- 8.9.9 In relation to *ad hoc* development and other land use changes, the Plan is likely to have mixed effects in terms of housing provision.
- 8.9.10 Development in settlements to the west and rural parts of the borough is more limited, and this could make it difficult to respond to demand for homes in these areas. Whilst this shouldn't affect the achievement of housing targets overall, it could have some localised negative effects.
- 8.9.11 Policy WS 11 supports appropriate residential uses in town and local centres, which should help further boost housing in appropriate locations.
- 8.9.12 Specific needs and community groups should be catered for through the Plan, as Policy WS 3 includes a requirement to provide plots for self-build and custom housing, specialist housing and for Gypsies Travellers and Travelling Showpeople should need arise.

### ***Overall effects: Summary***

- 8.9.13 **Significant positive effects** are anticipated as the plan seeks to meet identified housing needs focussing growth in urban areas, including in the more deprived areas of the Borough. The scale of growth should help deliver more affordable housing (despite the % requirement in key areas being relatively low due to viability).

8.9.14 This is further facilitated by policies allowing flexibility in affordable housing delivery through developer contributions and allowing delivery at later stages as delivery becomes more viable. A mix of housing types, sizes and tenures is facilitated by the policies which should provide more choice thus helping meet the different needs of the community. There is an element of uncertainty relating to development on some housing sites given the presence of constraints and other policy requirements that will need to be addressed before development can come forward. However, a substantial buffer in supply is identified, which should ensure that there are plenty opportunities for housing development across the borough.

## 8.10 Land and Soil

### *Influence of the Plan policies alongside the spatial strategy*

8.10.1 The Plan is predicted to have **significant positive effects** as it will lead to the regeneration, repurposing and use of brownfield land and buildings in the urban areas of the Borough, with multiple locations benefiting in this respect. Overlap with agricultural land would be very limited and release of greenfield land would be limited.

8.10.2 The additional focus on regeneration sites across Birkenhead reduces pressure for development on green field / green belt and best and most versatile agricultural land. This should help to ensure that soils are protected during the plan period and beyond.

#### *General development*

8.10.3 In addition to the positive effects emanating from the spatial strategy, the Plan adds further reference to the need to protect agricultural land and make efficient use of land resources. This applies to all development and consolidates the positive effects discussed above. In particular:

- Policy WS 3 seeks to make optimum use of land through medium to higher density development (WS 3).
- Policy WS 6 supports the use of communal space for growing food.
- Policy WP 8 (Policy for the Rural Area) seeks to protect agricultural land (in rural / greenbelt areas) safeguarding best and most versatile agricultural land for food production. There will be a presumption that quality soils will be protected unless special circumstances can be demonstrated.
- Where loss is possible, there will be a need to demonstrate what the impacts would be and ensure that land of greatest environmental and economic value is avoided.

- Policy WP 8 serves to protect the green belt stating that the Council will apply National policy for the green belt when determining proposals in the green belt.

### ***Overall effects: Summary***

8.10.4 **Significant positive effects** are predicted overall as the spatial strategy and growth policies within the Plan focus development of housing and employment in urban areas and existing employment / commercial sites (thus protecting best and most versatile land in non-urban areas). The plan further serves to protect rural areas and the green belt by limiting development and applying national greenbelt policy to determine planning applications in such areas. There is also strong protection for best and most versatile agricultural land, with a presumption that development on valuable areas will be avoided.

## **8.11 Landscape**

### ***Influence of the Plan policies alongside the spatial strategy***

8.11.1 The Plan promotes urban intensification and regeneration, with the majority of growth focused to the east of the Borough and within the urban areas. A large number of the sites that would be involved for development are previously developed, and a notable proportion of these are also derelict / vacant and/or low quality in terms of the contribution they make to townscape. Redevelopment of these sites is likely to have **minor positive effects** on townscape in the main, but in some locations could lead to **significant benefits**. There would be limited changes to the character of the open countryside, which is a positive effect of the strategy as it will reduce pressure for Green Belt land release.

8.11.2 Further development in the regeneration areas is considered likely to bring additional positive effects on the townscape through the repurposing and productive use of areas that are currently of poor environmental quality. Maximising brownfield opportunities will also relieve pressure on the greenbelt / greenfield land, which is positive throughout the Plan period and beyond. These are **significant positive effects** in these locations.

8.11.3 There are a very small number of allocated sites that intersect with 'green' space in the urban settlements (for example Land at Grange Hill Farm, West Kirby), but development would not be on important recreational land or lead to coalescence between settlements. Furthermore, the Plan also seeks to address shortfalls in parks and gardens, amenity greenspace and recreational outdoor space, including designating a range of sites as Local Green Space. This should offset potential negative effects in relation to any minor loss of urban greenspace.

8.11.4 It will be important to ensure that the character of the Mersey river front is enhanced for any development that occurs along its banks. This could be visible from long distances in Liverpool. Provided that appropriate heights, scale and density are used, then positive rather than negative effects ought to be most likely. In this context, the Plan includes several policies which seek to protect and enhance townscape and landscape:

- The Plan seeks to protect and enhance views of the docklands, river frontages, landmark buildings and gateway locations. Important features are highlighted for each of the settlement areas and regeneration areas.
- The regeneration area and settlement area policies seek to retain the open character of public spaces and residential areas throughout the urban areas. For example, providing landscape buffers for cemeteries, river corridors, parks and industrial areas, and retaining the landscaped nature of suburban areas and villages.
- Policy WD 1 requires that proposals must secure suitable landscaping that is sympathetic to existing character.

8.11.5 As well as these location specific measures to protect and enhance townscape and landscape, the Plan includes several policies that will help to ensure that planned growth in the urban areas helps to improve the quality of the townscape.

8.11.6 In particular, Policy WS 5 (Green and Blue Infrastructure, Open Space, Biodiversity and Landscape Protection) seeks to achieve high-quality, well connected networks of blue and green infrastructure. Urban greening measures are also supported including landscaping and SuDS.

8.11.7 Policies WS 6 (Placemaking for Wirral) and WS 7 (Principles of Design) are also predicted to have beneficial effects on landscape as they seek to regenerate run-down areas through a master planning approach to ensure high quality developments and enhanced visual amenity whilst conserving and enhancing landscapes, habitats and biodiversity. Development is required to positively enhance the character, appearance and setting of its surrounding area and to protect and enhance trees and hedgerows which are important elements of the landscape. Further guidance is provided in respect of tall buildings, seeking to ensure that distant views, skyline and character is protected, all of which will have positive effects on both townscape and landscape.

### ***General development***

- 8.11.8 In addition, the policies directed at supporting the regeneration led approach to growth, there are further policies that afford protection to landscape and townscape more broadly.
- 8.11.9 WP 8 (Policy for the Rural Area) is likely to have positive effects on landscape as it seeks to preserve the scale and historic rural character of villages in the Borough. Development would also be determined subject to national green belt policies where relevant.
- 8.11.10 Several of the area-based policies (i.e. the 'WP' policies) require that landscaping is taken into consideration in new developments to protect the features of Conservation Areas, to maintain boundaries at the edge of settlements, and to support wildlife corridors.
- 8.11.11 Policy WM 5 requires that mineral workings provide high quality restoration proposals that take account of landscape character.

### ***Overall effects: Summary***

- 8.11.12 The spatial distribution of growth concentrates development in existing urban areas, mostly on brownfield land of poor quality that is in need of reuse. In this respect, positive effects on townscape are likely, whilst negative effects on the countryside landscapes can be better avoided. Alongside this spatial focus are a range of plan policies which seek to provide additional green and open space through the urban areas. Together, these ought to have **significant positive effects** in terms of enhancing the urban fabric. The Plan contains policies that seek to ensure the riverfront environments and long-range views are protected and enhanced, which should help to manage the increase in growth proposed in these areas.
- 8.11.13 The Plan also seeks to protect and enhance the character of the landscape and townscape more broadly, ensuring that development is managed in the rural areas and the character of settlements is preserved. These are **minor positive effects**.

## **8.12 Population and Communities**

### ***Influence of the Plan policies alongside the spatial strategy***

- 8.12.1 The majority of housing growth is directed to the east of the borough and it is therefore accessible to existing and planned job opportunities and public transport. Growth is managed in the more affluent areas to the west and avoids Green Belt release, which helps to support this regeneration-led approach.
- 8.12.2 The majority of employment land is proposed along Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, significant positive effects are likely to be generated with regards to population and the community.
- 8.12.3 The Plan promotes a lot of housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of associated infrastructure improvements would be most likely to help address inequalities, improving access to new / improved health and leisure opportunities and increasing the housing options for a greater proportion of the population.
- 8.12.4 The regeneration policies in the plan seek to regenerate areas where the social, housing, economic and environmental conditions are poor and the retail offer is in decline. They seek to address existing problems in the Regeneration Areas and realise the full potential offered by their locations seeking to provide residential and employment development and enhanced / new community facilities, amenities, active travel routes and an attractive public realm.
- 8.12.5 Building on this, Policy WS 2 (Social Value) seeks to ensure that major developments secure net social gain in support of the economic, health and cultural wellbeing of the local community. This is to be demonstrated through a social value statement that explains social benefits of the scheme; covering aspects such as, sourcing local labour, materials and provision of training and skills for local communities. This policy therefore gives greater certainty of the positive effects on communities arising.
- 8.12.6 There are a number of vacant and poor-quality sites involved in the urban areas. Redevelopment ought to help improve the public realm and could help to improve perceptions of community safety. This is supported by policies WS 6 and WS 7, which set out design principles seeking to achieve high quality development, vibrant communities, good visual amenity, create natural surveillance and enhance community cohesion.

8.12.7 Most of the proposed sites are brownfield in nature, and the surrounding areas are urbanised. It will be important to ensure that access to open space and green infrastructure is considered given that there are no immediate links to green infrastructure networks in the countryside.

8.12.8 Policy WS 5 is particularly relevant in this respect as it sets standards for open space as well as seeking to achieve 'urban greening' and connecting networks of green and blue infrastructure.

8.12.9 Taking the above factors into account, **significant positive effects** are predicted.

#### ***General development***

8.12.10 As well as the benefits for communities in the areas of planned growth, there are several plan policies that should bring about broader positive effects across the borough in relation to communities.

8.12.11 Policy WS 7 (Principles of Design) seeks to ensure that development is inclusive for all community groups.

8.12.12 Policy WS4 (Strategy for Economy and Employment) sets out to deliver sufficient employment land and premises to meet the identified requirements. It sets out to achieve this through regeneration and the provision of a wide range of employment and mixed-use sites. A wide geographical spread of employment sites is achieved by retaining the highest quality sites along with those at secondary locations. The policy also supports the visitor economy and aims to grow tourism, through regeneration and improved tourism facilities. Dock-related employment opportunities are protected by safeguarding associated facilities and infrastructure from non-port related development. This policy is therefore predicted to have positive effects on population and community as the policies are likely to create local employment (where regeneration is focused) and training opportunities for residents, particularly those in the more deprived areas.

8.12.13 Policy WS 9 (Strategy for Transport) seeks to improve connectivity through an improved transport network and public transport schemes that provide sustainable, active travel modes such as walking and cycling routes. This is potentially positive as it helps reduce social exclusion by facilitating mobility and access to services, employment and community facilities. Groups that may be likely to experience inequalities are addressed through policies that seek to ensure accessibility for all.

- 8.12.14 Policy WS 10 seeks to protect essential community facilities and services (e.g. education, health, emergency services) from alternative development.
- 8.12.15 Similarly, the policy seeks to protect community, sports, leisure and cultural facilities, seek developer contributions towards improvements, and resist the loss of grass pitches, outdoor sport and children's playing space (with a requirement for equal or better provision on an alternative site if loss occurs).
- Overall effects: Summary***
- 8.12.16 The Plan policies are predicted to provide new employment and training opportunities to residents and help support the local economy through the provision of high-quality employment sites and support for important employment sectors in the Borough.
- 8.12.17 Furthermore, the regeneration and housing policies are likely to provide a choice of housing types, sizes and tenures, including affordable housing to meet the needs of all sections of the community particularly those in most acute need.
- 8.12.18 The policies also serve to make the Borough a more attractive place to live and work through the Regeneration Areas and the provision of new and enhanced green space, attractive waterside environments and community infrastructure.
- 8.12.19 The transport policies and scale of growth proposed should facilitate multi-mode transport options and make public transport provision more commercially viable thus improving access to employment, education and services for communities of greatest need.
- 8.12.20 Overall, **significant positive effects** are predicted on population and communities.

## **8.13 Transport**

### ***Influence of the Plan policies alongside the spatial strategy***

8.13.1 Policy WS1 (The Regeneration and Development Strategy for Wirral 2021-2037) allocates the majority of housing growth on urban sites within easy walking distance of existing towns, districts, local centres, and / or high frequency public transport corridors. Broadly speaking, for new developments this is likely to result in reduced reliance on private vehicles and encourage more sustainable forms of travel such as public transport, cycling and walking. A range of policies in the Plan are proposed to encourage this, and this should be possible given that the vast majority of growth is being directed to accessible locations. The strategy also encourages the development of green and blue infrastructure networks that can be used for active travel.

8.13.2 WS 9 (Strategy for Transport) safeguards land for developing transport infrastructure including schemes that facilitate greater use of public transport. Similarly, land is to be safeguarded for walking and cycling schemes (e.g. Local Cycling and Walking Infrastructure Plan Corridor and the Dock Branch Park greenway bisecting Birkenhead Central Area). Though details are to be confirmed, a new mass transit system is also identified. These measures are likely to benefit existing communities living in these areas, and promote wider levels of sustainable movement. However, whilst improvement measures are being implemented it is possible that increased congestion and disturbance could cause negative effects.

8.13.3 Policy WS 5 (Strategy for Green and Blue Infrastructure, Open Space, Biodiversity and Landscape Protection) allocates accessible urban green and open spaces and corridors, such as the greenway (Dock Branch Park) in Birkenhead. This may further facilitate alternative travel modes such as walking and cycling by making these options safer and potentially more attractive and convenient than travel by car.

8.13.4 Development will be required to incorporate measures encouraging sustainable forms of travel and electric vehicle (EV) charging infrastructure, cycle storage / parking and lockers. Complementing this, Policy WS 7 (Principles of Design - Section 7.4 Parking) encourages sustainable alternatives to private car journeys by allowing lower levels of car parking provisions. As such, the urban areas ought to become locations that facilitate walking, cycling and the growing use of electric cars.

8.13.5 Policy WS 6 (Placemaking for Wirral) seeks to ensure positive integration and connection with adjacent communities and ensure sustainable access to local services, recreation, shops, schools and health services.

8.13.6 By siting development growth within easy walking distance of service / employment centres and frequent public transport, the plan encourages healthier, active travel modes (walking and cycling). This should ensure that benefits are spread across the wider urban area, benefiting both existing and new communities.

8.13.7 Policies with regards to the economy and employment seek to protect existing key employment areas, which will ensure that best use can be made of established transport connections to these areas. The additional growth is focused on a range of locations. Much of this coincides with the proposed new homes to the east of the borough. The employment land is well connected by roads too such as the A41 and A59. It is likely that there will be some increased car usage in this respect, despite efforts to increase the use of sustainable and active travel.

8.13.8 Overall, the Plan is predicted to have **significant positive effects** in terms of sustainable transport.

8.13.9 Despite these positive effects, focused growth in the urban areas as well as new employment traffic may lead to increased traffic congestion along key routes at peak times. Though the proportion of trips made by sustainable modes of travel are predicted to increase, the overall number of car trips could be expected to increase. There is also likely to be greater disturbance of traffic flows during the upgrading of transport networks.

8.13.10 These are potential negative effects. The Plan recognises this, and therefore, major developments must be supported by a Transport Statement or Transport Assessment and Travel Plan. There will also be a need to demonstrate that cumulative effects of development will not be severe. This should help to offset some of the effects of increased traffic associated with growth in the urban areas, and so only **minor negative effects** are predicted in this respect.

### ***General development***

8.13.11 In addition to managing the effects of planned housing and employment growth, the Plan includes further policies that seek to positively influence transport and travel behaviours. For example:

- WS 9 seeks to support efficient freight movement and improved access to Regeneration Areas and the ports.
- Development proposals will be required to demonstrate how they will not result in a material increase or significant change in the character of traffic using a rail crossing.

- WS 10 requires that all applications for new dwellings and business premises should demonstrate how the development will be provided with the infrastructure necessary to allow the development to be served by high quality communications infrastructure.
- Policy WD 9 relating to Gypsies, Travellers and Travelling Showpeople need to be within walking distance of local services and public transport.

#### ***Overall effects: Summary***

8.13.12 The substantial scale and the concentration of growth in the regeneration areas around Birkenhead (alongside allocated sites) are likely to lead to increased traffic, particularly at existing congestion points.

8.13.13 On the other hand, the location of the majority of growth close to local centres and the safeguarding of land for the provision of sustainable transport infrastructure is likely to facilitate more sustainable forms of transport such as public transport, walking and cycling thus reducing reliance on private vehicles (indeed, a mass transit system is proposed, though details are to be confirmed). The Plan includes further policies that seek to ensure that the need to travel is reduced and other transport networks such as freight and ports are made more sustainable. Overall, the Plan is therefore predicted to have a mix of **minor negative effects** and **significant positive effects**.

## **8.14 Water Resources**

### ***Influence of the Plan policies alongside the spatial strategy***

8.14.1 The impacts upon water resources will be dependent upon the ability to manage waste-water and drainage requirements resulting from new developments. There is an assumption that development can be supported, but this will need to be confirmed with utilities providers. It is assumed that existing wastewater treatment facilities in the Borough (e.g. at Wallasey and Shore Road Waste-Water Treatment Works) can handle the additional capacity generated over the plan period. This is particularly important for areas that are popular bathing areas such as North Wirral Coastal Park to ensure the good quality of the bathing water is maintained. In this respect, the Regeneration Area policies require an appropriate drainage strategy including the wastewater network and water supply constraints, and measures to minimise water demand.

8.14.2 The Plan maximises growth in the urban areas, with a particular focus on areas such as Birkenhead. This could potentially lead to increased pollution run-off into watercourses, the Docks and in surface water drainage that discharges to the River Mersey.

8.14.3 It is likely that pollution control during construction and SuDs in new development should help to minimise / mitigate these effects though (so that they are neutral or only minor negative).

8.14.4 With proactive approaches to water management in urban areas, positive effects could be achieved (for example the use of rainwater harvesting, green and brown roofs and blue and green infrastructure enhancements; all of which are promoted through the Plan policies).

8.14.5 The Plan contains several policies that will help to ensure that the effects on water quality due to urban intensification is managed. Notably, Policy WD 4 (Coastal protection, Flood Risk, Sustainable Drainage & Natural Water Management) sets out the following requirements.

- Development must not have adverse effects on ordinary water courses, tidal and fluvial defences.
- Site specific surface water flood risk assessments are required for developments in locations where such risk is present.
- An integrated approach to flood risk management surface water and foul drainage is encouraged. This is beneficial in terms of water quality, as poorly managed systems can lead to pollution events during floods.
- Major developments must clearly demonstrate how Sustainable drainage systems (SuDS) will manage surface water run-off, requiring SuDS be integrated into the design of developments. Proposals will need demonstrate how the SuDS system will be implemented, operated and maintained for the lifetime of the development.
- Water conservation is encouraged through measures such as rainwater harvesting and permeable paving to locally manage rainfall and treat associated polluting events.

8.14.6 Policy WS 3 requires that housing developments adopt higher standards of water efficiency, which will help to reduce demands for water.

8.14.7 WS 10 requires that certain development proposals are accompanied by a comprehensive site-wide infrastructure strategy, including for surface and foul water drainage.

8.14.8 WD 14 states that potentially polluting development will generally not be permitted in Groundwater Source Protection Zones. Furthermore, there will be a requirement for development to identify and mitigate risks.

8.14.9 Overall, the effects of new planned development on water quality are predicted to be **neutral** when considering the policy requirements that will need to be addressed.

### ***General development***

8.14.10 In terms of unplanned growth, the Plan sets out a policy framework for the protection of water resources primarily through WD 4 and WS 6. These policies both require the management of water resources and implementation of SUDs.

8.14.11 There are also specific policies seeking to protect water quality in certain circumstances and locations:

- WS 4 includes provisions to ensure that port related development have no adverse effects on water quality.
- WD4 seeks that coastal defence and erosion works do not have adverse effects on water quality (amongst other things).
- Minerals developments should demonstrate details for improvements to water quality as part of the restoration scheme.
- Regeneration Area policies require an appropriate drainage strategy including the wastewater network and water supply constraints, and measures to minimise water demand.

8.14.12 Plan Policies that seek to protect and enhance biodiversity assets (Particularly WS5) should also have indirect benefits with regards to water quality. This is particularly the case if an ecosystem services approach is taken to the implementation of blue and green infrastructure.

### ***Overall effects: Summary***

8.14.13 The plan proposes a substantial scale of growth, concentrated in the urban areas to the east of the Borough. This will lead to increased demands on the water supply and wastewater treatment infrastructure currently in place. It is assumed that there is sufficient capacity to cope with the increase in demand over the plan period. Furthermore, the Plan sets out policies to ensure that this increase in demand is managed through measures such as SuDS to address localised pollution associated with surface run-off and water conservation measures (e.g. rain harvesting). Several other policies will also have synergistic effects in terms of improving water management such as the management of flooding, biodiversity net gain, pollution control, and the need to address Port related impacts. Consequently, the overall effects on water quality are predicted to be **neutral**.

## **8.15 Summary of Plan effects**

- 8.15.1 Table 8.2 below presents a summary of the overall effects associated with the Pre-Submission version of the Local Plan.
- 8.15.2 The majority of predicted effects are positive overall, with significant positive effects recorded against social, economic and environmental factors.
- 8.15.3 The Plan provides a strategy for housing and employment growth that maximises use of brownfield land and existing buildings. There is flexibility involved to allow for potential deliverability issues, and a range of sites across the borough are involved. Though there is a heavy focus towards the east of the Borough, there is still incremental growth to the west, and committed developments that will support growth in other locations.
- 8.15.4 Directing most of the growth to the east has multiple socio-economic benefits, as this is where areas of deprivation are highest, and the positive effects associated with regeneration are needed the most. This approach also allows for Green Belt land to be protected, which is positive with regards to landscape, land and soil and biodiversity.
- 8.15.5 Though the urban areas and coastal zones do contain sensitivities in terms of biodiversity, the Plan policies make it clear that negative effects will need to be mitigated, and positive steps taken to ensure that biodiversity is enhanced. Consequently, only minor negative effects are predicted and these are temporary.
- 8.15.6 Likewise, there are important heritage assets in the urban areas that are likely to be affected by development. In the main though, the effects are likely to be positive as productive uses are likely to be found for buildings and land that may otherwise fall into / remain in a poor state.
- 8.15.7 With regards to transport and accessibility, the areas of focus to the east are well served by existing infrastructure, public transport, services and employment opportunities. Further growth and densification of the urban areas is therefore most likely to support walking, cycling and public transport as travel choices. Conversely, the overall increase in growth will increase local traffic, and this could have knock on implications in terms of air quality and congestion in the short term (and during traffic improvement works). In the longer term, a shift towards electric vehicles, and an expected uplift in modal shift should mean that negative effects dissipate.

**Table 8.2** Summary of effects for the draft Local Plan

Sustainability Topic	Overall Effects
Air quality	<i>Minor negative effects</i> ✗
	<i>Minor positive effects</i> ✓
Biodiversity	<i>Minor negative effects</i> ✗
	<i>Significant positive effects</i> ✓✓✓
Climate change adaptation	<i>Minor positive effects</i> ✓
Climate change mitigation	<i>Significant positive effects</i> ✓✓✓
Economy and employment	<i>Significant positive effects</i> ✓✓✓
	<i>Significant positive effects</i> ✓✓✓
	<i>Significant positive effects</i> ✗
Health	<i>Significant positive effects</i> ✓✓✓
	<i>Minor negative effects</i> ✗
Heritage	<i>Significant positive effects</i> ✓✓✓
	<i>Minor negative effects</i> ✗
Housing	<i>Significant positive effects</i> ✓✓✓
Land and soil	<i>Significant positive effects</i> ✓✓✓
Landscape and townscape	<i>Significant positive effects</i> ✓✓✓
Population and communities	<i>Significant positive effects</i> ✓✓✓
Transport	<i>Minor negative effects</i> ✗
	<i>Significant positive effects</i> ✓✓✓
Water quality	<i>Neutral effects</i>

## 9. MITIGATION AND ENHANCEMENT

- 9.1.1 The sustainability appraisal (SA) of the Wirral Local Plan review has been an iterative process, in which proposals for mitigation and enhancement have been considered at different stages.
- 9.1.2 Draft versions of each plan policy have been appraised through the SA process, and recommendations were made for improvements before the policies were finalised in the Plan.
- 9.1.3 Table 9.1 below sets out how the recommendations made prior to the Policies being finalised have been considered throughout the process. The Council's response to the recommendations of the SA are summarised.

**Table 9.1:** Recommendations and responses

Issue	Recommendation	Wirral Council Response
<b>Employment</b> Policy WS4 presents a degree of conflict with the spatial strategy itself which involves employment sites being released for housing.	Ensure that sufficient high quality employment land is identified elsewhere, with a suitable buffer. Review the current stock and identify opportunities for enhancement to poorer quality employment sites.	The strategy provides sufficient employment land to meet identified needs.
<b>Access to open space</b> Policy WS5 requires development to be within 720m of a publicly accessible space of 1.5 hectares or above.	400m is more desirable from a walking perspective.	The 720M threshold represents established ANGST standards which the Council is following.
<b>Biodiversity</b> Applications for development likely to affect a biodiversity asset must be accompanied by an ecological assessment.	Ensure that preliminary surveys and ratings prior to development must not be skewed by recent or deliberate damage / changes to the biodiversity value of the site.	Policy WS 5 amended to require that 'recent detrimental change' is addressed.
<b>Biodiversity</b> Applicants will need to submit a Biodiversity Net Gain plan and details of habitat provision and maintenance for a 30-year period.	Consider ensuring that habitat is maintained in perpetuity	No change. It is considered that the plan should align with the Environment Act 2021 which identifies a 30-year period.

Issue	Recommendation	Wirral Council Response
<p><b>Social inclusion</b></p> <p>Policy WS6 seeks to enable ‘people of different ages and abilities to move around internally and externally without difficulty over the lifetime of the development including a choice of safe, direct and attractive routes with priority given to walking, cycling and public transport within the design;</p>	<p>Suggest rewording from ‘different ages and abilities’ to ‘the full range of community groups’ so as to cover women, and other groups with protected characteristics.</p>	<p>This clause was moved to Policy WS 7 and the Council’s preference for wording is now: “be inclusive, enabling use by all, irrespective of their physical ability and other characteristics such as, but not limited to age and gender”. It is considered that this is a clearer explanation.</p>
<p><b>Climate Change</b></p> <p>It may not be appropriate or viable to implement certain technologies into the design of buildings. However, buildings can be designed so as to facilitate retrofitting at a later date to allow the performance of homes to be continually improved. For example, leaving adequate space for Air source heat pumps, orientation and roof design to allow for effective installation of solar panels.</p>	<p>Add a policy clause to WS8 that requires development to be future proofed / adaptable so that it is able to easily accommodate renewables without the need for major works.</p>	<p>This is addressed through the confirmation of the definition of “zero carbon ready by design” which is “ Design that minimises the amount of energy needed to heat and cool buildings using layout, landform, orientation massing and landscaping. This means that no further adaptations are required to a building to make it net zero carbon beyond a low carbon heating system or energy supply that will be able to be installed at a later date, if required to reach net zero carbon.” this is a footnote to the policy as well as in the plan glossary .</p>

Issue	Recommendation	Wirral Council Response
<p><b>Heritage</b></p> <p>Policy WD2 states that any harm or loss to designated or non-designated heritage assets and their settings will not be permitted unless there is clear and convincing justification in line with national policy</p> <p>The policy also states that development proposals affecting the significance of a non designated heritage asset will be assessed with regard to the scale of any harm or loss and the significance of the heritage asset.</p>	<p>Any harm could potentially be restrictive with regards to housing and employment growth. Suggest amending to 'unacceptable harm'.</p> <p>Suggest change of wording to 'degree of harm'. Scale suggests that only 'size' is an important factor, whilst there are a range of other contributing factors to significance.</p>	<p>Policy wording has been altered. It was amended to "unacceptable harm" but QC advised this is not correct in law. The clause now only relates to designated assets.</p> <p>Policy wording amended as suggested.</p>
<p><b>Housing and accessibility</b></p> <p>WD9 Is concerned with the provision of suitable accommodation for Gypsies and Travellers. It is important to ensure that sites are located in sustainable locations.</p>	<p>Suggest that a clause is added that requires sites to be located within walkable distance of key services and public transport.</p>	<p>Addressed through an additional clause being added to policy WD 9.</p>
<p><b>Minerals</b></p> <p><b>Policy WM1</b> is concerned with minerals and states that development should not be permitted in the event of ecological/nature conservation interests being harmed. This could be restrictive of some minerals operations.</p>	<p>Suggest that the policy is amended to state that permanent harm is unacceptable. This increases potential for schemes that may have less than significant harm during operation, but could lead to significant enhancement in the long term.</p>	<p>Addressed through an alteration to the clause in Policy WM 1.</p>

Issue	Recommendation	Wirral Council Response
<p><b>Social inclusion</b></p> <p>Throughout all the policies the focus seems to be on ‘physical regeneration’. There is little explicit mention of things like reducing inequalities, avoiding gentrification, ensuring public access to new facilities and improvements, ensuring mixed communities, ensuring equality and diversity in new development and public realm and ensuring that development does not exclude certain groups.</p>	<p>It would be helpful to include an overarching policy that states how these social issues are at the core of the regeneration efforts and that development should strive to ensure that regeneration leads to benefits for the existing communities that are suffering from deprivation.</p> <p>A HIA policy could deal with this to an extent, or broadened to be a Health and community impact assessment.</p>	<p>New policy (WS 2) requires development to demonstrate how it will contribute to social value.</p> <p>New policy (WD 18) added that requires the preparation of a Health Impact Assessment for major developments.</p>
<p><b>Climate change</b></p> <p>There are no areas identified in relation to onshore wind energy, which could be a potential missed opportunity.</p>	<p>Consider identification of opportunity areas for wind to allow a more proactive approach to emissions reductions.</p>	<p>This was considered but ruled out due to Green Belt status and bird habitat sensitivities. However, the opportunity areas for development are set out within the evidence base “ Wirral Local Plan Climate Change and Renewable Energy Study” and Permitted Development Rights apply.</p>

# 10. MONITORING

- 10.1.1 Identifying a framework of monitoring measures is a requirement of the SEA Regulations. At this stage, a range of indicators have been drafted, and these will be finalised once the Plan is Adopted.
- 10.1.2 It is important to monitor the predicted effects in a sustainability appraisal as it provides a check on the accuracy of predicted effects and allows for unforeseen effects to be identified. Consequently, action to be taken as necessary (either to address unforeseen negative effects, or to take action where positive effects are not arising as foreseen).
- 10.1.3 Monitoring measures need to be related to the predicted effects as closely as possible to ensure that trends can be accurately tracked. However, there are limiting factors such as the availability of data collection sources and the practicality of gathering data regularly. It is therefore helpful to draw upon existing monitoring activities where appropriate, and to understand who will be responsible for collecting data. These factors will be explored prior to the monitoring measures being finalised.

**Table 10.1** Suggested Monitoring Measures

Sustainability topic conclusions	Proposed monitoring measures
<b>Air quality</b>  <b>Minor negative effects</b> in the short term due to an increase in vehicular traffic and congestion.  <b>Minor positive effects</b> in the longer term due to an increase in sustainable modes of travel and reduction in trip length	Annual mean concentrations of Nitrogen Dioxide and Particulate Matter (2.5) at all monitoring sites.  Number of exceedances of the NO <sup>2</sup> 1hour mean objective.  Establish new monitoring sites if necessary in areas of significant growth
<b>Biodiversity</b>  <b>Minor negative effects</b> due to disturbance of coastal environments in particular  <b>Significant positive effects</b> relating to net gain in the longer term.	Hectares of new habitat created by type  % of developments where at least 10% net gain is demonstrated  Number of urban trees planted

Sustainability topic conclusions	Proposed monitoring measures
<b>Climate change resilience</b>  <b>Minor positive effects</b> relating to flood management and drainage measures.	% of new developments demonstrating a reduction in surface water flow.  % of development utilising natural solutions as the primary element of the SUDs/  Change in number of properties at risk of flooding
<b>Climate change mitigation</b>  <b>Significant positive effects</b> relating to reduced per capita emissions.	Per capita emissions from transport, domestic, industrial and commercial.  Number of homes served by district energy schemes
<b>Economy and employment</b>  <b>Significantly positive effects</b> relating to housing and employment growth, regeneration activities and support for the visitor economy, and port-related development.	Rates of employment by sector and profession  Employment floorspace delivered (sqm)  Annual numbers of trips to visitor attractions
<b>Health</b>  <b>Significant positive effects</b> with regards to new social infrastructure, housing and jobs in areas of greatest need.  <b>Minor negative effects</b> in regard to communities that are affected negatively by development	Access to natural green space  Levels of physical activity  Ratio of school places to population  Key health indicators  Number of objections to new development
<b>Heritage</b>  <b>Significant positive effects</b> due to the effective re-use and preservation of heritage assets.  <b>Minor negative effects</b> relating to the setting of heritage assets where harm is deemed acceptable.	Number of heritage assets removed from the 'at risk' register  % if new major developments with positive representations from Historic England  Changes to Conservation Area character (would require updates to appraisals and management plans)
<b>Housing</b>  <b>Significant positive effects</b> as the Plan identifies a sufficient supply of housing to meet identified needs, including affordable housing and other specialist needs.	Rate of housing delivery  Affordable housing delivery  Five-year supply of housing  Types of housing delivered compared to identified market need

Sustainability topic conclusions	Proposed monitoring measures
<b>Land and Soil</b>  <b>Significant positive effects</b> through the protection of greenfield land, best and most versatile agricultural land, and effective reuse of brownfield land and buildings.	Loss of best and most versatile agricultural land
<b>Landscape and townscape</b>  <b>Significant positive effects</b> through regeneration and protection of landscapes, gateway locations and key views	Contaminated land remediated  Vacant / underused land and buildings brought back into use  Ratio of development on greenfield land to previously developed land
<b>Population and Communities</b>  <b>Significant positive effects</b> due to improvements in community infrastructure and access to higher quality homes and employment.	Progress on infrastructure delivery plan.
<b>Transport</b>  <b>Minor negative effects</b> due to Increased traffic and disruption in the short term  <b>Significant positive effects</b> due to improved accessibility and modal shift	Traffic flows along key routes at peak travel times  Bus and rail patronage  % of people working from home  % of people walking or cycling to work
<b>Water Resources</b>  <b>Neutral effects</b>	Water Framework Directive classification of watercourses.  Number of recorded incidents involving water pollution.

# 11. NEXT STEPS

- 11.1.1 The Council has identified a preferred approach for the scale and distribution of development for Wirral and has written a range of supporting policies.
- 11.1.2 This SA Report has been prepared to document the SA process that has been undertaken throughout the Plan making process to date. This has involved several ‘interim’ stages where strategic options and sites were assessed. The findings from these interim stages were set out in standalone documents, and the outputs have been incorporated into this full SA Report as appropriate.
- 11.1.3 Following on from an assessment of options, an appraisal of the draft Plan has been undertaken, enabling conclusions to be reached about the sustainability performance of the Plan when viewed ‘as a whole’. This process has been iterative and involved recommendations being made throughout in relation to mitigation and enhancement.
- 11.1.4 The SA Report will be consulted upon alongside the Local Plan at Regulation 19 (Pre-Submission stage). Following the consultation period, the Council will work towards the Submission of the Local Plan for independent Examination. Minor changes made between Reg19 and Submission will need to be accounted for in the SA Report, and therefore an update is likely to be necessary.
- 11.1.5 The timetable moving towards Adoption of the Local Plan is set out in Table 11.1 below. At each of these stages, it may be necessary to undertake additional iterations of SA to account for changes/modifications to the Plan.

**Table 11.1:** Plan timetable

Plan Milestone	Timescale
<b>Pre-Submission Local Plan Consultation</b>	6-week period between March and June 2022
<b>Submission of the Local Plan</b>	Between July and September 2022
<b>Examination</b>	Commencement mid- to late 2022
<b>Adoption</b>	Mid-to late 2023

## **APPENDIX A: MAPS OF THE SPATIAL OPTIONS**

## APPENDIX B: SPATIAL OPTIONS APPRAISAL (ISSUES AND OPTIONS STAGE)

### Appraisal scoring guide

The effects of each option are discussed for each SA Objective. The predicted effects are recorded in line with the following significance scale.

Effects Significance	Effects symbol
Significant positive effects	++
Minor positive effects	+
Neutral effects	0
Minor negative effects	x
Significant negative effects	xx

Uncertain effects	Effects symbol
Uncertain significant positive effects	++?
Uncertain minor positive effects	+?
Uncertain effects	?
Uncertain minor negative effects	x?
Uncertain significant positive effects	xx?

## **1. Air quality**

There are currently no AQMAs within the Borough. However, Wirral Borough Council have identified a number of traffic hot spots where there is considered to be a particular likelihood of elevated emissions. These hot spots are at Singleton Avenue and Arrowe Park, (both in Birkenhead) and at the A41/ Port Sunlight roundabout.

No hotspots are associated with the Borough's motorway junctions, nor the toll point of the Kingsway Tunnel, suggesting that the presence of significant strategic road network (SRN) infrastructure does not currently give rise to notable air quality concerns.

With that being said, development should be placed in locations that are not exposed regularly to poorer air quality. In light of other key issues addressed, development should be supportive and enable low emission technologies and encourage sustainable modes of transport such as walking and cycling, to be beneficial for air quality within the area.

### **1.1 Wirral Waters**

Wirral Waters will see approximately a 4,100 increase in dwellings across all spatial alternative options. This will lead to a large increase in car trips, which could affect air quality in one of the most built-up parts of the Borough. However, the density of development and relatively good access to services should mean that public transport, walking and cycling are possible.

It should be encouraged that Wirral Waters promotes a sustainable pattern of development and that active travel to employment, recreational facilities, open space, education and community recreation is enabled.

An opportunity to connect Wirral Waters to Liverpool may arise through enabling greater transport connections such as the existing tram link and other public transport alternatives.

Limiting car usage and car parking for this development would be an optimum outcome in terms of air quality. Bringing closer employment, recreation, open space and other important services would be beneficial as less distance is required to travel to and from the Wirral Waters development scheme.

The effects are recorded as neutral in relation to this location, as this level of development is already committed through outline permission. However, in combination with other development in the urban area, air quality could potentially be affected more prominently (this is discussed below).

### **1.2 Settlement Area 1 (Wallasey)**

Option 1A and 1B involve additional housing sites within the settlement area.

In addition to committed development and nearby growth at Wirral Waters it is probable that air quality could be negatively affected by increased car trips. However, the scale of growth involved is unlikely to lead to significant changes in air quality, nor put new housing in areas of existing sensitivity in terms of health.

The likely development sites are scattered throughout the urban area, and so the effects are unlikely to be focused on any particular junction or road either. Furthermore, they are well located in terms of access to public transport. Taking these factors into account only **minor negative effects** are recorded.

On the assumption that Options 2A and 2B would involve the same level of growth in this settlement area (i.e. that the site options here are likely to be deliverable), then the same effects are predicted as for Option 1A / 1B. However, if a greater amount of development is displaced from the urban areas to green belt (whether dispersed or concentrated) and this means little growth in settlement area 1, then the effects for the Green Belt options would be **neutral** in this location for these two options.

### 1.3 Settlement Area 2 – Commercial Core

Increasing development within the commercial core is likely to contribute towards increased emissions of pollutants from vehicles. In combination with development at Wirral Waters, there would be a large increase in residential uses. This is likely to lead to an increase in car trips, particularly given that the M53 and A41 are nearby as well as the tunnels crossing to Liverpool. Offsetting this though is the fact that there will be good links to employment via public transport, walking and cycling. Much of the housing might be anticipated to be high density too, meaning that car spaces and a reliance on car travel is reduced. This ought to reduce trips into the area from further afield, which might otherwise be the case with development at urban fringes. Therefore, **neutral effects** or possibly **minor positive effects** are predicted for Options 1A and 1B.

Options 2A and 2B will not have significant effects in terms of new residential development being exposed to poor air quality in the Commercial Core. Therefore, neutral effects are predicted in this respect. However, new communities in greenbelt locations will still be likely to access jobs in the Commercial Core, so trips along routes into these locations are still likely to contribute car emissions and a worsening of air quality. These are **minor negative effects** for both options.

### 1.4 Settlement Area 3 – Suburban Birkenhead

For Options 1A / 1B, Suburban Birkenhead will experience modest residential growth in addition to that which is already committed.

Although there are currently no declared AQMA's within Wirral, there are certain areas that are particularly likely to experience an increase in emissions if there is an increase in development. One such area surrounds Singleton Avenue (A552).

The proposed distribution and amount of homes in this location would be unlikely to lead to significant increases in growth in this area though. New development is also not proposed in areas with potentially poor air quality and access to public transport is good. Therefore, **neutral effects** are predicted.

Options 2A and 2B will not directly affect Suburban Birkenhead as there are no further sites involved in this Settlement Area. However, development in dispersed locations could lead to trips to employment generating locations such as the Commercial Core and Bromborough. This could lead to an increase of trips (and poorer air quality) along the A552, having **minor negative effects**.

## **1.5 Settlement Area 4 – Bromborough and Eastham**

Bromborough and Eastham will experience large economic and employment growth toward the east site of New Chester Road and the A41. For any of the options this is potentially negative in terms of attracting vehicles (and associated emissions).

Although there are currently no declared AQMA's within Wirral, there are certain areas that are particularly likely to increase emissions if there is an increase in development. There are some concerns with air quality around the A41 roundabout at Port Sunlight. This is close to where a large number of employment sites are proposed, along with several smaller residential developments in the surrounding areas. It is therefore possible that there will be negative effects on air quality given that large developments within this locality are proposed and concentrated in areas around the A41/ Port Sunlight roundabout. These developments are likely to attract development from existing areas and also from new development across the borough.

Option 1A/1B proposes very few residential sites within this Settlement Area. Therefore, additional trips and emissions in this respect are predicted to be **neutral**.

Option 2A proposes dispersed greenbelt development that may be adjacent to the Settlement Area. There are a number of green belt locations where development would be likely to generate car trips given that they are on the periphery of the settlement area. However, they are fairly close by to employment opportunities and the urban area, which ought to support some uptake of public transport and other modes of travel. The short listed site identified by the Council for Option 2A is to the south of Eastham and has good access to roads. The scale of development is unlikely to lead to significant effects though and trips should be of a shorter length generally speaking. Therefore, **neutral effects** are predicted.

Option 2B (Heswall urban expansion) involves no additional growth in this settlement.

## **1.6 Settlement Area 5 - Mid Wirral**

Although there are currently no declared AQMA's within Wirral, there are certain areas that are particularly likely to increase emissions if there is an increase in development. The area of concern in this settlement area is located in Arrowe Park on Arrowe Park Road. Increase in development should be carefully considered to avoid adverse effects on air quality. There are potential housing developments in the vicinity of Arrowe Brook Road for Option 1A/1B. In combination with existing development, there could be increased traffic on these roads and therefore potential for negative effects upon air quality within the area. However, the magnitude of effects is fairly low given the level of growth involved. Therefore, only **minor negative effects** are anticipated at worst.

There are a number of weakly performing Green Belt parcels on the settlement boundaries within mid-Wirral (Parcel refs: 5.8 and 5.9 which are included in the Council's Option 2A plus parcels 5.13 and 3.4). The location of the sites at the urban periphery is likely to lead to increased car trips, which could be expected (depending on the scale of growth and number of sites involved) to have **minor negative effects** with regards to air quality in this location.

Option 2B is unlikely to affect Mid-Wirral significantly as the bulk of residual growth would be in Green Belt locations at Heswall. Therefore, **neutral effects** are predicted.

## **1.7 Settlement Area 6 – Hoylake and West Kirby**

For Option 1A / 1B, the growth proposed for Hoylake and West Kirby is fairly modest. Larger sites are identified close to the Greenfield Estate and Grange Hill Farm, which are located along the A540. Alongside committed developments in the area, this could lead to increased car trips and potential negative effects in terms of air quality. However, there is reasonable access to local facilities, and the current air quality is not close to exceeding objectives. Therefore, effects are predicted to be **neutral** or at worst **minor negative effects**.

Option 2A includes a large weakly performing Green Belt parcel (6.15) on the urban fringe of West Kirby at Caldy. Access to facilities and services would be more likely to be by car, and in combination with other development in the urban area is more likely to have **minor negative effects** for this settlement compared to Options 1A and 1B.

Option 2B will have no further effects upon this settlement area as the residual growth would be in Heswall (under the Council's option). Traffic movements towards this settlement area are not likely to be significant. There would still be a degree of growth in this location though as urban sites would be exhausted before green belt release. Therefore, potential **minor negative effects** could also occur as per Option 1A/1B.

## **1.8 Settlement Area 7 – Heswall**

In addition to existing development commitments in Heswall, only a limited amount of growth is proposed under Options 1A / 1B. Therefore, **neutral effects** are predicted.

There are several weakly performing green belt parcels surrounding the Settlement Area (Parcel References: 7.11, 7.18, 7.19, 7.25, 7.27, which are included in the Council's Option 2A - plus 7.5 and 7.26). If released for development, the scale and location of growth is likely to lead to an increase in car trips, with implications in terms of air quality. However, there are no existing concerns in respect of poor air quality, and some of the sites could support public transport access, so **minor negative effects** are predicted rather than significant ones.

**Option 2B** involves a large Urban Extension at Heswall (Parcel References: 7.15 – 7.18). This is likely to lead to increased traffic onto the A551 in particular. However, as for Option 2A, the effects are not likely to be significant. A comprehensive urban extension ought to support new local services, which could encourage walking and cycling for some trips. There is also a train station that would be accessible to a large amount of new housing in this area. Overall, only **minor negative effects** are predicted.

## **1.9 Settlement Area 8 – Rural Areas**

None of the options involve notable development in the rural settlements. This is positive in terms of air quality because these locations are broadly less accessible and more likely to encourage / require car usage. Although Options 2A / 2B involve the potential release of weakly performing green belt parcels which all fall within the defined Settlement Area 8, the effects of these options have been discussed in relation to the urban settlement areas that they are adjacent to.

Option 1A / 1B would be less likely to draw additional development through the smaller villages in rural areas, as the bulk of new homes are to the east of the Borough in urban areas. Therefore, **neutral effects** are predicted.

The Green Belt options that involve more development to the middle and west of the Borough could lead to more trips passing along rural roads to access the jobs and services offered in the urban areas (particularly the job opportunities to the east and toward Liverpool and the Mersey Gateway). In this respect, Options 2A and 2B (Heswall expansion) could have some **minor negative effects**.

## 1.10 Overall effects

There are no AQMAs in the Borough, but annual monitoring reveals several locations where air quality has exceeded targets for maximum nitrogen dioxide emissions. Development that could worsen emissions in these areas or expose people to poor air quality should therefore be avoided if possible. Conversely, strategies that promote sustainable modes of travel ought to be supported.

All three options involve employment growth in broadly the same locations, with substantial development land identified near Port Sunlight / Bromborough and also in locations complementing Wirral Waters. These will therefore be likely to act as major attractors of car trips (with potential negative effects in terms of air quality). The extent to which trips are likely to take place along routes which already suffer from poor air quality, and the number of trips being made by car rather than sustainable modes will determine the effects for each option.

Option 1A/1B involves growth in the urban areas within the Borough, with most new residential development identified in the Commercial Core. Development in this location will have very good access to employment opportunities, which would reduce the need to travel to access such opportunities. There are also good public transport links which could mean that additional growth is able to access employment opportunities and other services further afield such as in Liverpool and at Port Sunlight / Bromborough. It is still likely that car trips will be generated though, and this could involve traffic along routes that have been highlighted as being of concern in terms of nitrogen dioxide emissions (for example along the New Ferry Bypass), and the A552. However, the length and number of trips that would need to be made under this option ought to be reduced by virtue of the good connections to services that are available in proposed development locations.

Additional residential sites are located in Mid-Wirral and at West Kirby in particular. These areas are less well-located and may lead to an increase in car trips. However, there are local services and some local job opportunities that could help to limit car travel.

Overall, Options 1A/1B involve urban focused development that should ensure that growth does not lead to notable increases in emissions from traffic in most locations. Though there is substantial growth proposed in areas that experience poorer levels of air quality, there is a good connection between employment and housing opportunities and this should help to promote sustainable modes of travel. Overall, **minor positive effects** are predicted in this respect as air quality ought to improve in the main.

However, some locations could experience **minor negative effects** as growth will be drawn to proposed employment locations, which are mostly concentrated in the built up areas of Birkenhead that are more vulnerable to poor air quality.

Option 2A would involve release of weakly performing Green Belt parcels at dispersed locations across the Borough. This would involve locations that are less well related to employment opportunities, and are likely to be reliant on car trips. Though this could increase emissions along routes toward key employment and retail areas, the implications are unlikely to be significant given the dispersed nature of growth. As such, **minor negative effects** are predicted.

Option 2B involves focused growth in a single urban extension. An extension at Heswall would likely involve substantial car trips toward employment opportunities at Port Sunlight and Wirral Waters, which could cause a worsening of air quality along key routes (For example the A552). With this approach though, the majority of new development would be located in an area with low levels of ambient air pollution (which is beneficial in this respect). There is also a train station which could potentially help to offset trips. Overall, **minor negative effects** are predicted.

### **Summary Matrix: Air quality**

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	✗	0	0
2.Commercial Core	✗ +	✗	✗
3.Suburban Birkenhead	0	✗	✗
4.Bromborough and Eastham	0	✗	✗
5.Mid-Wirral	✗	✗	0
6.Hoylake and West Kirkby	✗	✗	✗
7.Heswall	0	✗	✗
8. Rural	0	✗	✗
<b>Overall Effects</b>	✗	+	✗

## **2. Health**

Wirral has a mix of areas that are most deprived and least deprived in terms of health and disability (which generally overlap with other dimensions of deprivation). The majority of the settlement areas include some deprived areas, though there is a greater concentration to the east of the Borough.

### **2.1 Wirral Waters**

Wirral Waters will see approximately a 4,100 increase in dwellings across all spatial alternative options (in the plan period). The increase in development may prompt the need for additional and improved health services, which could benefit existing communities and new residents. However if existing services are not enhanced, with increases in housing and employment, there may be a risk of existing services and facilities reaching capacity and suffering in the short term.

Wirral Waters is located within an area among the most deprived for health as well as other indices in the Index of Multiple Deprivation. This could be due to the lack of services, amenities and green/open space within the vicinity. There are existing health care facilities and open space areas for recreation and physical wellbeing, however with the increase of development there will need to be equally an increase in services, parks and amenity.

Birkenhead Park, Bidston Hill and the Wirral Ladies Golf Club fall to the south west of the proposed development, however attractive walkability to these parks / open space areas are uncertain as many footpaths are in need of maintenance and upkeep.

Many surroundings areas in particular along Dock Road are industrial uses. Development in the area can be an opportunity for regeneration and to increase public and open spaces. From the current deprivation status, the area could see some improvements in liveability aspects if land uses are suited to more attractive services such as mixed use, residential and employment. Key infrastructure will need to be analysed in relation to the current capacity of roads, parks and public amenity.

Given that this development is committed though, the effects are not attributable to any of the local plan spatial options as such. However, the approach to growth clearly needs to acknowledge the important role of Wirral Waters.

## **2.2 Settlement Area 1 – Wallasey**

Within Wallasey there are several outdoor sporting facilities and open space areas. There are also several existing medical services in this settlement area.

Option 1A / 1B will increase development within Wallasey in smaller scale areas scattered throughout the Settlement Area. Nevertheless, the sites that have been allocated within Wallasey will need to gain access to health facilities, GP surgeries, green and open space etc. There are existing facilities that are likely to be accessible to new development, and additional facilities could be secured in areas of higher growth such as the Commercial Core.

It is unlikely that Option 1A and 1B will lead to notable changes in health infrastructure or leisure opportunities. On the other hand, the level of growth proposed is unlikely to be unmanageable. Therefore, **neutral effects** are predicted. Option 1B may be more beneficial in terms of being able to plan proactively for future growth given that development in the short term would be slower.

Options 2A and 2B do not involve additional growth at the urban fringes, and so the effects are also **neutral**.

## **2.3 Settlement Area 2 – Commercial Core**

This settlement area is predominately most deprived in both health and multiple indices. Option 1A / 1B proposes intensification of development within areas of health deprivation. There are currently existing parks and recreation within the Commercial Core. There is one Local Nature Reserve (LNR) located to the west of the settlement area which is Bidston Moss. There are several local parks and gardens such as the Flaybrick Memorial Gardens and Birkenhead Park located a distance away from the proposed developments in the commercial core.

Whilst these areas may be able to service and encourage physical activity and contribute to health and wellbeing, there will be a greater increase in development both in employment and residential which will trigger the need for more local parks, green spaces and gardens.

Increases in development will trigger the need for additional health facilities. This would have a **minor positive effect** on the wider community if services and facilities are planned for. If not, this will have a **minor negative effect** in the short term at least.

Options 2A and 2B do not involve additional growth at the urban fringes, and so the effects are **neutral**. The level of growth in the urban area would be expected to be lower given that there are several sites that might not come forward in such a scenario. Nevertheless, some positive effects could still be expected to arise, but with a greater element of uncertainty. As a result, uncertain minor positive effects are predicted for the Green Belt options reflecting the urban development opportunities.

## **2.4 Settlement Area 3 – Suburban Birkenhead**

Apart from the committed site allocations, additional growth is fairly limited in the urban area for Options 1A and 1B. There could be a greater amount of 'potential additional housing sites' are found to be deliverable. However, this is uncertain at this stage. As a result, **neutral effects** are predicted overall.

Options 2A and 2B and do not involve additional growth at the urban fringes, and so the effects are **neutral**.

## **2.5 Settlement Area 4 – Bromborough and Eastham**

Apart from employment development within Bromborough and Eastham, there are several housing sites for allocation in Options 1A / 1B. This is likely to have a **neutral effect** on health within the area as the scale of development is relatively modest.

There are a number of weakly performing greenbelt parcels adjacent to the Settlement Area (Parcel References: 4.13 – included in the Council's Option 2A - plus 4.4, 4.5, 4.6, 4.8, 4.10, 4.11, and 4.18). Their release for development will likely have some impact on existing health facilities, which may trigger the need for new and improved services. The sites are located some distance away from existing health services, which is a minor negative effect with regards to accessibility. This is a **minor negative effect** for Option 2A.

Urban expansion to Heswall is unlikely to have direct effects on communities in Bromborough and Eastham. Therefore, development will have a **neutral effect** on the Settlement Area.

## **Settlement Area 5 - Mid Wirral**

Option 1A/1B proposes several sites within Mid Wirral. These sites are of very small scale and will have a minimal impact on existing health facilities. The allocated sites are within areas of 0 – 20% most deprived for health. There are several GP surgeries within close proximity to the proposed sites. It is likely this increase in development will have a **neutral effect** on the Settlement Area.

Option 2A will have an uncertain minor negative effect as it involves the potential release of weakly-performing green belt parcels. The parcels are located in areas most deprived for health in particular parcels 5.8 and 5.9 (which are included in the Council's Option 2A), plus parcels 5.13 and 3.4. Whilst these are all within greenbelt land, cumulative effects from development may result in more health deprivation within the Settlement (through a loss of open space and pressure on health services). Should development support new services (which is unlikely given the scale of growth), then benefits could arise. Likewise, enhancements to green infrastructure could also be beneficial.

Option 2B does not involve additional growth at the urban fringes in this location, and so the effects are **neutral**.

## **2.6 Settlement Area 6 – Hoylake and West Kirby**

This settlement area has fairly poor access to general practices with only one existing within the Settlement Area. There is accessibility to open space such as Grange Hill, West Kirby Marine Lake, Ashton Park and Caldy Hill and various golf courses. Most of the Settlement Area is identified as being of 60 – 80% least deprived.

Option 1A / 1B propose sites that are close to an existing GP surgery and within close proximity to Caldy Hill and Ashton Park. It is unlikely that these developments will impose significantly on existing health services and open space due to their relatively small scale. Therefore, **neutral effects** are predicted. One of the development sites contains open space though, and its loss could be potentially a **minor negative effect**. It is suggested compensation / enhancement of open space in the settlement area is considered.

For Option 2A there are two weak performing parcels (Parcel 6.15 - which is included in the Council's Option 2A, plus parcel 6.20) adjacent to West Kirby. Their loss to development could have a **minor negative effect** on health within the Settlement Area, as they could be important for amenity purposes and informal recreation. The increased population would also be likely to put pressure on health services, but not at a level to support new facilities. Therefore, without enhancement to local facilities, there is potential for **negative effects**. Conversely, new communities ought to have good access to natural greenspace, which is a **minor positive effect** with regards to wellbeing.

Option 2B will not affect Hoylake and West Kirby as there are no additional sites within or adjacent to this Settlement Area. Therefore, **neutral effects** are predicted.

## **2.7 Settlement Area 7 – Heswall**

In Heswall, there is one GP service located next to Telegraph Rd (A540). There are natural and semi natural green spaces in Heswall including the Heswall Dales LNR, the Whitfield Common, Poll Hill, Heswall Beacons, golf courses and outdoor sport facilities.

Option 1A and 1B propose only 3 additional small scale sites in Heswall for development.. The site allocations area in areas of 20 – 40% most health deprivation. Given the small amount of growth the effects are likely to be **neutral**.

There are a number of weakly performing Green Belt parcels surrounding the Settlement Area (Parcel References: 7.11, 7.18, 7.19, 7.25, and 7.27 - included in the Council's Option 2A - plus 7.5 and 7.26).

Their loss to development could have a **significant negative effect** on health facilities and open space within the Settlement Area given the additional pressure that would be generated. However, at the scale of growth involved across multiple sites, there may be potential to support enhancements to facilities, or new satellite facilities. This would mitigate such effects and potentially bring about benefits. However, it is unclear the extent to which this would occur and over what timescale. A precautionary approach is taken, but it is considered that **minor negative effects** are more appropriate. With regards to open space, the majority of land lost is agricultural in nature and not formally used for recreation. Therefore, impacts are more likely to be upon amenity, and perceptions of openness (which is still negative in terms of wellbeing). Conversely, development could possibly present opportunities to enhance recreation opportunities by creating formal play space and/or walking and cycling links / green infrastructure. These are potential positive effects, but not significant given that the majority of affected communities are not health deprived.

Option 2B proposes growth for areas that are currently within 60 – 80% least deprived. The sites (Parcel Reference: 7.15 – 7.18) are also referred to as the Single Urban Extension and are approximately 75% developable area. The effects are similar to Option 2A, but would be more concentrated, and less likely to affect adjacent communities in terms of amenity / wellbeing. The larger scale of development as part of a comprehensive urban extension may also be more likely to support entirely new health and community facilities, which is a potential significant positive effect in this location. In the event that growth is not well planned, this option would place most pressure on existing services though, potentially bringing about **significant negative effects**.

## 2.8 Settlement Area 8 – Rural Areas

Option 1A/1B proposes no growth at the villages in the Rural Areas, and so **neutral effects** are predicted.

Although Options 2A/2B involve weak performing parcels which all fall within the defined Settlement Area 8, the effects of these options have been discussed in relation to the urban settlement areas that they are adjacent to.

## 2.9 Health: Overall effects

In making predictions about the potential impacts of each option, it is assumed that development in modest amounts could be accommodated at existing GP services, or that improvements could be secured through contributions. However, this will depend upon planning from healthcare commissioners and the extent of development.

**Options 1A/1B** propose a large amount of growth in areas that are experiencing health deprivation such as within Birkenhead in particular. This should have benefits with regards to the provision of affordable homes, the improvement of the public realm, and in terms of being accessible to healthcare facilities. Without upgrades to healthcare services, there could be negative implications on existing facilities (in terms of longer waiting times etc). However, with planned upgrades and possibly new facilities in the longer term the effects ought to be positive by concentrating investment into areas of need.

In terms of open space and recreation, this option will place new homes within walkable communities in the main, which is positive in terms of active travel.

There would be limited loss of greenspace associated with this option, and access to urban leisure and recreation facilities would be good. However, the potential to implement open space improvements might be limited given the need for intensification of built development. Furthermore, access to open countryside / greenspace would not be ideal within the more-dense urban areas. On balance, a **minor positive effect** is predicted. It is unclear the extent to which new development will lead to improvements to communities, but a proactive approach could potentially lead to **significant positive effects**. Conversely, a non-inclusive approach to growth could exacerbate inequality, which is potentially **negative**. There is some uncertainty in this respect.

There is an assumption that larger scale focused development in any particular location could support entirely new facilities. This applies to certain aspects of the greenbelt release options.

**Option 2A** would involve dispersed growth in peripheral locations (though a large amount of growth would still be brought forward in the urban areas). Broadly speaking, access to healthcare facilities is not ideal given the urban fringe location of developments. The scale of growth may also not be quite large enough at certain sites to support new facilities (though improvements to existing facilities would be presumed). In this respect, neutral effects are recorded in terms of accessibility. Most of the locations involved exhibit fairly low levels of deprivation (both multiple deprivation and specifically in the health domain). This is the case in Heswall, West Kirby and Greasby where the potential greenbelt release sites are located. Though there are pockets of health (and multiple) deprivation towards Bebington, they are also not in the 0-20% categories.

A lot of these surrounding areas are also within areas of low deprivation. If growth in the Green Belt locations is at the expense of investment in areas of need, this could potentially be negative. Consequently, this approach is likely to be less positive in its ability to address health inequalities. Therefore, **neutral** or potentially **minor negative effects** are predicted in this respect. There would still be **minor positive effects** associated with regeneration in urban areas though.

Option 2B focuses the majority of residual development in one single location. The amount of growth could support new satellite health facilities, which would be beneficial should these be brought forward as part of developments. Not only would this ensure walkable access to facilities for new communities, but it could also benefit existing surrounding communities (though most of these are not particularly deprived in terms of health or more broadly). There should also be good access to other facilities as these are likely to be incorporated into new development such as primary schools, local shops and open space. Given their location in the countryside and the ability to introduce green infrastructure, it is also likely that new communities will have good access to green space and recreation. This doesn't do much to benefit existing communities in areas of need though, and should it draw investment away from areas of need then it could have negative implications. Therefore, this option is less likely to address inequalities compared to Option 1A/1B, but is still positive. For this reason potential **significant positive effects** are predicted, and **minor negative effects** are also recorded.

## Summary matrix: Health

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	0	0	0
2.Commercial Core	x +	+	+
3.Suburban Birkenhead	0	0	0
4.Bromborough and Eastham	0	x	0
5.Mid-Wirral	0	x	0
6.Hoylake and West Kirkby	x	x +	0
7.Heswall	0	x +	xx ++
8. Rural	0	0	0
<b>Overall Effects</b>	+	x	+

## 3. Heritage

### 3.1 Background

There is a broad distribution of Listed Buildings throughout Wirral together with 26 conservation areas, 8 scheduled monuments and 4 registered parks/ gardens. Some of the site allocations and options proposed will directly affect historical areas.

Equally, however, new development will offer opportunities for enhancing the quality of the Borough's historic environment, either through regeneration of a specific asset or through improvements to an asset's setting and wider environment.

### 3.2 Wirral Waters

Wirral Waters is within close proximity to the Birkenhead Park Conservation Area however it is not within the same Settlement Area. All three options involve substantial development along West Float, East Float and the River Mersey developed for housing and employment. Although these areas proposed for development are of limited heritage significance, there are a handful of listed buildings and nearby conservation areas such as Hamilton Square and Birkenhead Park. It is expected that Wirral Waters development will contribute positively to the Borough's historic environment through regeneration. In any event, the principle of development is already established in the area through outline permission, and so the effects associated with the Plan are predicted to be **neutral** at this stage.

### **3.3 Settlement Area 1 – Wallasey**

Wallasey has several conservation areas and a number of listed buildings. One of the larger conservation areas is the Wellington Road Conservation Area which runs along King's Parade and Bowson Street. The other is the Magazines Conservation Area. For Options 1A and 1B, no housing sites are identified for intensification in these areas, but there are some potential additional sites (where viability is less certain) that are along the approach to the Wellington Road Conservation Area on Marine Promenade. There is a large site in a prominent position (New Palace Amusements), that could potentially be a mixed-use development in the longer term. Whilst the site is not listed, it is of a different form and style to the predominant newer developments in surrounding areas along the front. Therefore, development would lead to a change in the character of the built environment in this location. This could possibly be positive or negative dependent upon design. Significant negative effects are considered unlikely though.

Several smaller sites would also be involved in this settlement area, but away from the Conservation Areas. These are discussed below:

SHLAA 1171 is surrounded by residential development and is vacant. It is therefore unlikely to lead to any effects on heritage. Likewise, sites SHLAA 2047 and SHLAA 0651 are underused pieces of land with low environmental quality. They are surrounded by development of limited historical value. Therefore, **neutral effects** are likely.

Two sites are identified as part of the urban intensification option either side of the listed Wallasey Town Hall. These are sensitive locations in the sense that development will affect the setting of an important building and they are also prominent sites along the coast. Both buildings detract from the character of the town hall though, and their demolition and rebuilding of higher quality schemes offers the potential for enhancement. This could lead to **minor to significant positive effects**.

SHLAA 2006 contains a non-listed building, but is in a prominent elevated location and is lined by trees at the boundary with King Street. Development will change the character of this location, but would not be likely to be detrimental to the setting of the nearby Grade 2 Manor Church Centre (provided that the boundary trees are retained). The building is in a state of disrepair, and without development is likely to continue in such state.

Overall, redevelopment of sites for housing in this settlement area is likely to lead to either neutral or positive effects with regards to the historic environment. The extent of the effects is dependent upon the design and layout, so at this stage only **minor positive effects** are predicted.

Options 2A and 2B will not have additional direct effects for Wallasey as there are no further sites proposed within or adjacent to the settlement area. Therefore, **neutral effects** are predicted. A degree of urban regeneration should still occur for these options, which could have **minor positive effects**, but there is a greater degree of uncertainty as to whether this would occur.

### **3.4 Settlement Area 2 – Commercial Core**

The commercial core includes the Wirral Waters development and other smaller scale developments throughout Birkenhead. Redevelopment in this area (Option 1A / 1B) could potentially have positive effects on heritage as it could accommodate opportunities for enhancing the quality of the Borough's historic environment through regeneration of specific assets or through improvements to an asset's setting and wider environment. The largest conservation area in this settlement is Hamilton Square which is where the Birkenhead Town Hall is located.

Site SHLAA Ref 0752 (Woodside) will involve development over this conservation area and contains a range of listed buildings. The site is also along the River Mersey and is visible from important areas of Liverpool docks. Current development is currently low rise and the river bank is dominated by the ventilation station of the Mersey Road Tunnel (Grade II). Intensification for housing could potentially have positive or negative effects depending upon the nature of development. It will be important to create a river front environment that does not detract from the character of existing heritage assets. In other parts of this development site / location, there are buildings involved that are listed. These are mostly in a poor condition, so it is possible that development could help to provide a viable use. However, this is on the presumption that such features would be retained. Should demolition be involved, then there would be negative effects. At this stage, these effects are uncertain, and so a precautionary approach is taken and **negative effects** are noted.

SHLAA 4078 is a large derelict / vacant site. Redevelopment will have a positive effect upon the built environment, but is unlikely to have notable effects upon heritage assets or wider character provided that there are no high rise developments that are visible from afar.

Overall, Options 1A / 1B are predicted to have mixed effects, but there is a degree of uncertainty. In one respect, there is a large amount of development on derelict sites with poor environmental quality. This should lead to improvements to the built environment. There is also potential for listed heritage assets to be used proactively. On the other hand, insensitive development and demolition of heritage assets could occur, and there is potential for the riverside environment to be drastically altered. The effects could therefore be **significantly positive** or **significantly negative**.

Options 2A and 2B will not directly affect the commercial core as there are no further site allocations proposed within or adjacent to the settlement area. Therefore, **neutral effects** are predicted in this respect. There should still be a degree of urban regeneration under this approach, but this would not be to the same extent. Therefore, whilst some positive or negative effects may still occur, there is a greater degree of uncertainty and the significance of effects overall is likely to be lower also. The effects could therefore be **minor positive** or **minor negative**.

### **3.5 Settlement Area 3 – Suburban Birkenhead**

There are several large conservation sites within Suburban Birkenhead. However, none of the proposed sites for Option 1A/1B fall within close proximity to these areas and are not likely to be visible along sight lines. The effects are therefore predicted to be **neutral** in respect of heritage.

There are two sites however which are immediately adjacent to or include listed buildings.

SHLAA 1665 is a former school site, which has been mostly demolished apart from a listed building in the centre of the site. In its current state, the building is in a somewhat strange position surrounded by derelict land. Development on site is likely to alter this setting, but given the current condition of the site, effects are likely to be positive rather than negative provided that sympathetic design is implemented (and the listed building itself is retained).

SHLAA 1832 is a relatively small site, but this is opposite several Listed features associated with St Anne's Church. The current building on the proposed housing site is modern in design and fairly domineering in the townscape. A development is therefore unlikely to have negative effects on the setting of the listed buildings.

Green Belt release associated with Options 2A and 2B will not directly affect Birkenhead as there are no further sites proposed within or adjacent to the settlement area. Therefore, **neutral effects** are predicted for these options too.

### **3.6 Settlement Area 4 – Bromborough and Eastham**

In Bromborough and Eastham, there are several employment sites located along the River Mersey within a primary industrial area. As traditional industrial and manufacturing employment declines, there are increasing opportunities within key growth sectors such as maritime and marine industries. Some of the employment growth would take place close to the Bromborough Pool Conservation Area, but this is already in an industrial setting, and additional development would not change the character of this area further.

To the south, there is further employment land identified near to Eastham Country Park. There are listed buildings in this area but they are very well screened from development and their character and setting would be unaffected by growth. A lot of employment growth will occur along the edges of the River Mersey, which means it will be visible from long range. Whilst this is unlikely to have negative effects in terms of industrial heritage, it will change the character of the settlement area, and will need to be well designed. At this stage, neutral effects are predicted in relation to the employment land proposed in this location.

A range of housing sites are presumed to be involved in this settlement area. The potential effects associated with each site are discussed below:

SHLAA 2034 is a small site proposed for allocation in an area that is within a residential setting that is some distance from any sensitive heritage assets. Development is therefore likely to have **neutral effects**.

SHLAA 1850 is a former school site that is proposed for housing. The site is surrounded by existing residential areas with relatively modern design. There are no heritage assets within close proximity, nor will development affect the setting of the Conservation Area at Eastham. Therefore, neutral effects are predicted.

With regards to landscape, a redevelopment on this site would be positive as it will encourage regeneration and avoid the site lying derelict.

SHLAA 4072 is a relatively small site in the urban area adjacent to the Port Sunlight Conservation Area. It is likely a high density development would be brought forward, similar to adjacent land uses. The site does not currently contribute to the quality of the built environment and so the effects are likely to be neutral.

Three sites are proposed for allocation in close proximity to the Port Sunlight Conservation Area (to the northern edge). There would be no direct loss of heritage features as a result of development on these areas as SHLAA 4079 is a car park, and sites 4080 and 1833 consist of vacant land. However, all of the sites are adjacent to the Conservation Area and several listed buildings. There is therefore potential for development to affect the setting of heritage assets in this location. The nature and extent of the effects will depend largely upon the density, layout and design of development. Given the poor quality nature of the land at the moment, it ought to be possible to introduce developments without having negative effects upon the historic environment, and possibly securing improvements (for example by re-introducing features that are important to the Conservation Area such as street trees). In combination, development here is predicted to have **potential / uncertain minor positive effects**.

One potential site (SHLAA 1610) that would be involved is adjacent to the Lower Bebington Conservation Area. The site is currently derelict land, but has re-greened to an extent and contributes to an open setting on the edge of the Conservation Area. A high density development in this location will most likely be visible from the Conservation Area itself, but with good design is unlikely to have a significant effect. **Minor negative effects** are predicted at this stage.

Overall, the housing sites that would be developed in this settlement area are most likely to lead to neutral effects or improvements to the quality of the built environment. Overall, a **neutral effect** is predicted at this stage, but this is dependent upon design.

The Council's Option 2A could involve dispersed development at a single location on the southern periphery of this settlement area and there are a number of other weakly performing Green Belt parcels on the periphery of the settlement area. The effects would be dependent upon the choice and number of sites pursued. Given the large number of site options in this area though, it is likely that sensitive locations could be avoided at lower scales of growth.

Parcel 4.13 (included in the Council's Option 2A) is not within close proximity to any designated heritage assets. Though it is close to the Eastham Conservation Area, the site adds little value to its setting, and a sensitively designed site ought to ensure that adverse effects are avoided. **Neutral effects** are predicted.

Parcel 4.11 (not in the Council's Option 2A) could affect the setting of a listed building which is a minor to **significant negative effect**.

Parcel 4.8 (not in the Council's Option 2A) is adjacent to a listed building and development would negatively affect the rural setting. This is a minor to **significant negative effect**.

Parcel 4.6 (not in the Council's Option 2A) is in a relatively non sensitive location with regards to heritage, and so neutral effects would be likely.

Parcel 4.18 (not in the Council's Option 2A) would encompass parts of Eastham Conservation Area, and would be likely to have **minor negative effects** on its character. In combination with Parcel 4.13 the effects could be intensified.

Overall, Option 2A is predicted to have **neutral effects**. Though development at some of the potential development locations could lead to significant negative effects, there are other sites available where the impacts would be lesser or neutral. This is the case for Parcel 4.13, which has been 'shortlisted' as a proposed site in the Council's final version of Option 2A.

Option 2B involves limited growth in this location, and therefore **neutral effects** are predicted.

### **3.7 Settlement Area 5 - Mid Wirral**

There are no conservation areas and only a small number of listed buildings within this settlement area.

Two sites are derelict former school / health facilities, which are in a poor condition. The surrounding areas are not sensitive in terms of heritage, and therefore, development is likely to have neutral effects.

Housing and employment development is identified at Reeds Lane / Reedville Grove for Options 1A / 1B. This is a non-sensitive location with regards to heritage, and so **neutral effects** are predicted.

Additional sites for the longer term have also been identified for Options 1A / 1B. The largest is at Arrowe Brook Road, and is currently in employment use. A **neutral effect** is likely.

In relation to dispersed Green Belt release, there are a number of weakly performing Green Belt parcels at the edge of this settlement area. The effects will be dependent upon the sites that come forward. The issues are discussed in each potential development location.

Parcel 5.13 (not included the Council's Option 2A) is to the west of Greasby. Development here would be adjacent to the small settlement of Frankby. There is a Conservation Area that overlaps with the potential development site, and within this there are a variety of listed heritage assets. Development here could close the open space between Greasby and Frankby, which would have a detrimental effect upon the character of the village by eroding the rural feel of the surrounding countryside. However, the site is relatively well screened, and it should be possible to mitigate effects through the application of landscaping.

Nevertheless, this is a **minor negative effect**.

Green Belt parcels 5.8/5.9 (both included in the Council's Option 2A) are to the south west of Moreton adjacent to the Conservation Area of Saughall Massie. Parcel 5.8 actually encompasses two listed farmhouse buildings. Should development involve the loss of these features, there is the potential for significant negative effects. Given that these are on the outskirts of the development area, it ought to be possible to retain and enhance these features though. Therefore, **minor negative effects** are predicted.

Option 2B (Heswall) does not involve any residual growth at the periphery of this settlement area and so **neutral effects** are predicted.

### **3.8 Settlement Area 6 – Hoylake and West Kirby**

Options 1A / 1B involve several housing sites along Grange Road. The larger two sites are not likely to be visible from Hoylake and West Kirby War Memorial despite its elevated position. Therefore, neutral effects are predicted in this respect.

Site SHLAA 3095 is bounded by stone walls alongside Grange Road, and despite not being in the Conservation Area, these features do continue into the Meols Drive Conservation Area. Inensitive development could therefore have potential for negative effects on the setting / approach to the settlement. Provided that policy measures are secured to mitigate potential effects though; the residual effect would be **neutral**. At this stage there is a degree of uncertainty though.

Two smaller scale sites are identified as potential housing sites along Banks Road. These are currently in a poor condition, so their redevelopment would be positive in terms of the built environment, but **neutral effects** on heritage are predicted given the lack of sensitivity in this area. Likewise, SHLAA 2035 consists of derelict land with limited historical value. A development here is predicted to have neutral effects too.

Hoylake and West Kirby have two large Conservation Areas. The first is the Caldy Conservation Area and the second is the West Kirby Old Village Conservation Area. SHLAA Ref 1899 proposes residential development on the Caldy Conservation Area. This will have a minor negative impact as it detracts from the conservation and historical value.

Option 2A could involve development to the south west of West Kirby (Parcel Reference: 6.15). This is adjacent to Caldy Conservation Area. A large area of open space would be affected, which would affect the setting of the Conservation Area edge. However, this is unlikely to be visible to most people, as views from the surrounding built up area are limited / screened. It would affect residential amenity for a handful of properties though, and would also change the experience for those using the nearby wooded areas for recreation.

Overall, a **minor negative effect** is predicted.

Option 2B (Heswall) does not involve any residual growth at the periphery of this settlement area and so **neutral effects** are predicted too.

### **3.9 Settlement Area 7 – Heswall**

There are only two small brownfield sites proposed in the urban area. These are both surrounded by modern development with no special historical features. As a result, **neutral effects** are predicted in relation to Options 1A/1B.

Option 2A involves dispersed growth on a range of sites identified as performing weakly in green belt terms. The nature and extent of effects is dependent upon which sites are involved. The potential effects at different locations are discussed below.

A large site at Thingwall (Parcel 7.18) is adjacent to the Barnston Conservation Area. However, development would likely be well screened and unlikely to have a notable effect

upon the approach to the village. Therefore, **neutral effects** are associated with this location should development occur.

To the south of Heswall, (Parcel 7.11) is open in nature, but is relatively flat, so is not prominent and does not contain or contribute to the setting of any heritage assets.

Therefore, **neutral effects** are associated with this location should development occur.

To the north west of Heswall, large areas of land have been identified as potential development locations. The effects would be dependent upon the extent of development here. At parcel 7.27, there is modern development surrounding the site with limited value for the historic environment. Broadly speaking, the effects are therefore likely to be neutral.

There is a listed farmhouse to the farthest north west of the site, and the rural setting of this would be altered. However, the provision of a landscape buffer would offset this to an extent so only minor effects would be anticipated. If development was expanded further west to include parcels 7.26 (not in the Council's Option 2A) and 7.25, the gap between Thurstanston (which is a Conservation Area) and Irby would be closed, and the small scale character of this village could be negatively affected, which is recorded as a **minor negative effect**.

Overall, the effects are predicted to be **neutral**, as there is sufficient flexibility here to avoid areas of greater sensitivity.

Option 2B would involve an urban extension adjacent to this settlement area. The scale of the site would substantially alter the rural settling of the countryside between the existing urban area of Heswall and the small village of Barnston (which is designated as a Conservation Area). There is a Grade II listed Christ Church at the edge of the settlement and stone boundary walls along the edge of the proposed urban extension site.

Development has the potential to alter the setting of both the church, and the edge of the Conservation Area. Retention of important features and landscaping could help to mitigate effects and avoid significant impacts. However, a **minor negative effect** could remain.

### **3.10 Settlement Area 8 – Rural Areas**

There is no proposed development in the smaller villages for any of the options. Therefore, the effects are predicted to be **neutral** with regards to the historic environment.

### **3.11 Overall effects**

Options 1A / 1B involve a range of housing sites in the urban areas of the main settlements across the Borough. In some locations, there are limited sensitivities and the sites involved are poor quality. Therefore **neutral effects** are predicted. This applies to most of the development proposed in Heswall (Settlement Area 7), the rural areas (Settlement Area 8), mid Wirral (Settlement Area 6) and Sub-Urban Birkenhead (Settlement Area 5). At West Kirby and Bromborough, there are some local features that could be affected by development, but mitigation ought to ensure that the residual effects are **neutral** too (or potentially positive).

In other locations, development is proposed that is close to conservation areas and / or listed buildings. For example, In Wallasey (Settlement Area 1) several sites are identified for intensification which are adjacent to listed buildings (i.e. Wallasey Town Hall).

However, the existing site conditions / character of the existing buildings is poor and development is most likely to lead to improvements rather than negative effects. This is also the case in Bebington at the edge of Port Sunlight Conservation Area, where improvement measures ought to help enhance the setting of listed buildings. **Minor to significant positive effects** are predicted to reflect these factors.

The key area where effects are likely is the Commercial Core (Settlement Area 2). There are several large sites proposed in areas that contain multiple listed buildings and overlap with Conservation Areas. Of particular importance are the sites along the River Mersey which form a backdrop to Liverpool and contain listed assets. In this wider area there are also a number of listed buildings. Effects are potentially negative or positive but this is dependent upon design and layout. If buildings are lost or damaged by development, these could be **significant negative effects**. Likewise, development along the River Mersey could negatively affect the character of a prominent listed asset, which would be **minor negative effects**. However, sensitive development could help to better preserve listed buildings and enhance the setting and character of the area should development be sensitively designed. These would be minor to **significant positive effects**. Given the regeneration-focused approach being promoted by the Plan, it is considered more likely that positive rather than negative effects will be generated, but there is uncertainty at this stage.

**Option 2A** is more likely to have effects on heritage features that rely upon open countryside. This is because dispersed growth in the Green Belt would involve a loss of open space, which in some locations would be likely to erode the character of small villages and affect the setting of heritage assets. However, there ought to be sufficient flexibility in the choice of sites to ensure that the most sensitive areas can be avoided. The more sensitive locations under this option involve parcels of land at Bromborough and Eastham Settlement Area. Development of some of these could lead to significant negative effects. However, at the lower levels of growth involved, there remains flexibility to ensure that such effects are avoided. Therefore, only **minor negative effects** are predicted for Option 2A in this respect. There would still be a large amount of growth in the urban areas under this option though, which presents the opportunity for **minor to significant positive** (in terms of heritage-led regeneration) and minor negative effects (in the case of insensitive developments).

**Option 2B** would have limited growth in other parts of the borough, and so additional effects would be very localised.

A single urban extension to the east of Heswall (Option 2B) is predicted to have minor negative effects. The scale of the site would substantially alter the rural settling of the countryside between the existing urban area of Heswall and the small village of Barnston (which is designated as a Conservation Area). There is a Grade II listed Christ Church at the edge of the settlement and stone boundary walls along the edge of the proposed urban extension site. Development has the potential to alter the setting of both the church, and the edge of the Conservation Area. Retention of important features and landscaping could help to mitigate effects and avoid significant impacts. However, a **minor negative effect** could remain.

For all of the Green Belt options, if development is at the expense of urban regeneration, there are implications for heritage and built environment in those areas.

On one hand, it could protect the character of urban areas, but most likely, it would mean that more areas stay in a poor condition, and opportunities to enhance the setting of built environments would be fewer. A degree of urban regeneration would still be likely to occur though in the urban areas for each of the Green Belt options, and so **minor positive effects** are predicted for Option 2A and 2B (alongside the negative effects discussed for the Green Belt release elements).

## **Summary Matrix: Heritage**

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	+	+?	+?
2.Commercial Core	XX ++	X +	X +
3.Suburban Birkenhead	0	0	0
4.Bromborough and Eastham	0	0	0
5.Mid-Wirral	0	X	0
6.Hoylake and West Kirkby	0	X	0
7.Heswall	0	0	X
8. Rural	0	0	0
<b>Overall Effects</b>	<b>XX</b>	<b>++</b>	<b>X</b>
			+
			X
			+

## **4. Land and Soils**

The NPPF promotes the efficient and sustainable use of natural resources, including supporting development which avoids the best and most versatile agricultural land and development which makes effective use of previously developed land.

Wirral consists of a mix of heavily urbanised areas, non-agricultural areas of greenspace and land with agricultural value.

Settlement Areas 1, 2, 3, 4, 5, 6 and 7 are predominately urban or non-agricultural land. Settlement Area 8 (Rural Areas) are made up of a mix of Grade 2, Grade 4 and Grade 5 Agricultural Areas but the majority is Grade 3.

It is important to note limited accuracy of the data used to establish the grades of land in this analysis. The data is of a coarse scale and is dated. Therefore, it should be used as a general indication of the type and amount of land that could be lost for each of these options. More detailed local surveys will confirm the quality of agricultural land should Green Belt release be proposed. This could make the effects identified here worse or better.

### **4.1 Settlement Areas 1 – 7**

These settlement areas are mostly urban areas and contain limited valuable agricultural land. This approximately covers 60 -70% of Wirral's Local Plan Area.

Almost all of the site allocations involved for Options 1A / 1B are within urban areas. Consequently, there would be limited loss of best and most agricultural land. Furthermore, many of the sites involved are brownfield and / or derelict. Promoting these for development ahead of brownfield land is in keeping with the NPPF as it avoids the loss of sensitive soils, and is an efficient use of land. In the absence of a plan, it is more likely that greenfield sites could be developed on appeal, and so a focused urban intensification approach is predicted to have **significant positive effects** in relation to soil and land.

The residual growth involved for Options 2A and 2B will not directly affect these Settlement Areas in terms of Land and Soil, as the growth is mostly involved outside of the current settlement boundaries. These issues are therefore discussed for Settlement Area 8 below.

### **4.2 Settlement Area 8 – Rural Areas**

Settlement Area 8 is predominately rural and open areas including green belt land, open space and areas that have minimal to no development currently.

Settlement Area 8 is made up of Grade 2, Grade 3, Grade 4 and Grade 5 Agricultural Land. There are guaranteed to be negative impacts on Agricultural Land if development were to occur in areas where there are significantly important agricultural land purposes.

Option 1A / 1B involves one site within the rural areas (SHLAA 2050). The site is approximately 4.7ha of Grade 3 Agricultural Land. Whilst this is not an optimum outcome, the effects are neutral in the context of the borough resources.

Option 2A could involve a range of development locations in the rural areas / at the edge of the urban areas. The precise effects would depend upon which of the weaker performing site parcels were selected for development.

Of those identified though, several are within best and most versatile land including Grade 2. To deliver the land requirements to meet a shortfall of up to 2500 dwellings in the Green Belt (rather than the urban area), it is calculated that approximately 120ha of best and most versatile land could be affected. Of this, it is likely that some would be Grade 2 land, but there is greater flexibility to avoid such sites. If an increased growth target is followed, then the flexibility in choice decreases and the loss of land would be higher, as well as the likelihood of grade 2 land being affected. These are **significant negative effects**.

Option 2B will also lead to substantial development on agricultural land. At Heswall, there is overlap with over 140ha of Grade 3 agricultural land, of which approximately 50% is thought to be 3a classification (i.e. best and most versatile). In total approximately 70ha of Grade 3a land could be lost, which is a **significant negative effect**.

At a higher level of growth, the pressure on Green Belt land would increase, and so the likelihood of significant negative effects occurring would increase in certainty.

#### 4.3 Overall effects

Options 1A/1B are predicted to have **significant positive effects** as they will lead to the regeneration and use of brownfield land in the urban areas of the Borough. Overlap with agricultural land would be very limited. At a higher scale of growth, the intensification option would need to be supplemented by greenbelt release, but this would not necessarily need to be on best and most agricultural land unless very high levels of growth were pursued.

The Green Belt options assume that there would be residual growth in the countryside and therefore, negative effects are inevitable. The precise nature of effects would depend upon the location of development. However, high level effects can be determined as follows.

Option 2A offers some flexibility in the choice of sites, and therefore a loss of best and most versatile land is possible. However, the weakly performing green belt parcels mostly consist of best and most versatile land, so a degree of negative effects are likely. At the level of growth involved, it is likely that at least 120ha of BAMV land would be affected, with the majority being Grade 3a. There would probably be some Grade 2 land involved though. Release of Green Belt land might also be detrimental to regeneration efforts. Therefore, a **significant negative effect** is predicted.

The effects for Option 2B would lead to an overlap with approximately 70ha of grade 3b land, which is a significant negative effect.

The Council's Options 2A/2B envisage releasing the minimum amount of green belt to needed make up any shortfall in housing land in the urban area. If more green belt were released than was needed to make up any urban shortfall, both greenbelt options would generate further negative effects with regards to agricultural land and offer limited opportunities for the reuse of land in urban areas (in fact it could discourage investment in such areas). Therefore, the negative effects could be severe for land and soils at very high levels of growth.

Each of the Green Belt options would still involve regeneration in the urban areas, which would be positive effects. Whilst not quite as positive as for Options 1a/1b, these are still likely to be significant given that the majority of growth would be in urban areas.

### Summary Matrix: Land and Soil

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	+	+	+
2.Commercial Core	++	++	++
3.Suburban Birkenhead	+	+	+
4.Bromborough and Eastham	+	+	+
5.Mid-Wirral	+	+	+
6.Hoylake and West Kirkby	+	+	+
7.Heswall	+	+	+
8. Rural	0	xx	xx
<b>Overall Effects</b>	<b>++</b>	<b>xx</b>	<b>++</b>

## **5. Landscape**

### **5.1 Background**

Landscape in Wirral is a mixture of lowland farmland, rocky outcrops, urban areas, coastal farmland, establishing woodlands and recreational areas. A Landscape Character Assessment (LCA) and a Landscape Sensitivity Assessment (LSA) were completed in November 2019. These assessments have reviewed the local character of Wirral and highlight specific areas of physical and cultural influence which have shaped the landscape.

### **5.2 Wirral Waters**

Wirral Waters is committed development that will likely contribute positively to Wirral's townscape. It will be a master planned project that will likely redefine the core of Wirral's urban area, delivering high quality design in an area that is characterised mostly by vacant land and buildings and / or industrial units.

Given that growth here is committed development, the effects are not attributed solely to the Local Plan, but positive effects would be felt for each of the options.

### **5.3 Settlement Area 1 – Wallasey**

Settlement Area 1 is not within a distinct Landscape Character Type (LCT), however it lies directly adjacent to the North Wirral Coastal Edge LCT.

The committed developments within Wallasey are small scale and dispersed. It is likely these will have positive effects on landscape / townscape character, given their brownfield nature. However, this is not attributable to the Local Plan as such.

Options 1A/1B propose several further sites for housing development in Wallasey, many of them located south of Wallasey closer to the River Mersey.

Redevelopment of these sites is likely to have positive effects on townscape given that they are brownfield in nature and in need of redevelopment. Sites along the coast could potentially be important to the coastal landscape / townscape, and therefore **minor positive effects** are predicted.

There would be limited changes to the character of the open countryside adjacent to the Settlement Area. This is a positive effect as it reduces pressure for Green Belt land release.

Options 2A and 2B will not directly affect Wallasey as there are no residual site allocations proposed in this Settlement Area. A degree of urban regeneration would still be expected to occur for each of these approaches though, which is positive. The extent of these effects would be dependent upon the amount and nature of the sites that came forward.

### **5.4 Settlement Area 2 – Commercial Core**

The majority of the Commercial Core does not fall within a LCT, however a section of land in the west of the Settlement Area, at Bidston Moss, lies within the Fender River Floodplain LCT.

There are several employment sites that will directly form part of this Urban Fringe, however much of the development in particular Wirral Waters is not within this character type. Further allocations in Option 1A/1B are located towards the mouth of the East Float and River Mersey. The Hamilton Square Conservation Area is within close proximity to proposed site allocations. This is likely to have **significant positive effects** on the landscape character and it is also noted that there are several Listed Buildings close by to the proposed developments.

Options 2A, 2B will not affect the Commercial Core as there no further site allocations proposed in this Settlement Area. Some **minor positive effects** could arise though given that there would presumably be a degree of regeneration.

## **5.5 Settlement Area 3 – Suburban Birkenhead**

This Settlement Area consists mostly of built-up areas, and therefore there is limited sensitivity. Though there is greater sensitivity at the urban fringes, no growth is proposed in these areas for any of the options.

Option 1A/1B only proposes very few sites within Suburban Birkenhead, though there is a wider pool of potentially available sites in the longer term. Development would be on brownfield sites, which is potentially positive with regards to the townscape. However, the scale of growth involved is relatively small, and so only **minor positive effects** are predicted.

Options 2A, and 3B will not affect the Suburban Birkenhead as there are no residual allocations proposed in this Settlement Area. It is likely that there would be minimal development in the urban area should potential housing sites in the area not come forward as planned. Therefore, **neutral effects** are predicted.

## **5.6 Settlement Area 4 – Bromborough and Eastham**

Several brownfield sites are proposed in the urban area for Options 1A and 1B. Presuming the sites are delivered, there could be **minor positive effects** in terms of townscape, as several of these sites are of low environmental quality.

Option 2A could involve the release of Green Belt land. The 'shortlisted' site that is proposed for this option lies to the south of Eastham. Though this is open space, it has clear boundaries with the M53 and makes a weak contribution to the Green Belt. Therefore, development is predicted to have **minor negative effects** on landscape.

Option 2B (Heswall urban expansion) has **neutral effects** as no growth is involved in settlement area 4.

## **5.7 Settlement Area 5 - Mid Wirral**

There are several proposed housing allocations within Mid Wirral for Options 1A and 1B. This is likely to have **minor positive effects** as it limits pressure on Green Belt land and proposes areas that are of a derelict / vacant and/or low quality nature with minor contributions to the overall townscape. Redevelopment of these sites is likely to have positive effects on townscape.

Option 2B (Heswall urban expansion) will have no further effects as there are no residual site allocations within the Settlement Area. However, it is presumed the deliverable sites in the urban area would still come forward, which is of benefit. This is also the case for Option 2A, although this would also involve some growth in the Green Belt on land with local amenity value. **Minor negative effects** are predicted in this respect.

## 5.8 Settlement Area 6 – Hoylake and West Kirby

There are no sites proposed for housing growth in Hoylake, so effects are neutral in this area.

There are several sites proposed in the urban area of West Kirby for Options 1A and 1B. Development of some would lead to improvements in the townscape as they involve brownfield land and poor quality environments. However, several sites contain areas of green / open space which adds value to the townscape. Development could have some **minor negative effects** in this respect depending upon layout and design.

**Option 2A** proposes additional / residual development on Green Belt land to the south-east of West Kirby. Though this parcel has been identified as making a weak contribution to the Green Belt, it provides an area of open green space between Caldy and West Kirby. Potential **minor negative effects** are predicted as the site is relatively well screened and landscaping ought to be possible to ensure that effects are not significant.

Option 2B (Heswall urban expansion) does not involve any residual growth in this settlement area and so **neutral effects** are predicted in this respect. Should deliverable sites in this area still come forward, then the effects associated with option 1A would also occur.

## 5.9 Settlement Area 7 – Heswall

There is limited development in the urban area for Options 1A/1B and therefore **neutral effects** are predicted in terms of townscape and landscape.

Option 2A could involve multiple Green Belt sites around the Settlement Area of Heswall. Each is identified as having a weak contribution to the Green Belt and are not within 'open countryside' as such. Development is therefore more likely to have negative effects upon amenity value rather than leading to coalescence or major effects on important views. As such only **minor negative effects** are predicted overall.

Option 2B could have **significant negative effects** because it proposes a large urban extension in Green Belt land east off Heswall. To the west of Heswall, a large scheme could lead to coalescence with Barnston.

## 5.10 Settlement Area 8 – Rural Areas

Development within Rural Areas would be more likely to have significant negative effects on landscape as much of the land is green belt and / or open countryside.

However, Option 1A/1B do not involve growth in the rural villages or countryside areas and therefore the effects are predicted to be **neutral** in this respect.

Though options 2A and 2B do involve development outside of the established Settlement Areas, the effects of this have been discussed under the relevant Settlement Area.

## 5.11 Overall effects

**Option 1A/1B** promote urban intensification, with the majority of growth focused to the east of the Borough and within the urban areas. A large number of the sites that would be involved for development are previously developed, and a notable proportion of these are also derelict / vacant and/or low quality in terms of the contribution they make to townscape. Redevelopment of these sites is likely to have positive effects on townscape. There would be limited changes to the character of the open countryside, but this is a positive effect of the strategy which would reduce pressure for Green Belt land release.

For most locations, **minor positive effects** are likely to occur, whilst those where intensification and substantial regeneration occurs to lead to **significant positive effects** in terms of urban character.

There are a handful of sites on 'green' space in the urban settlements (for example in West Kirby), but development would not be on important recreational land or lead to coalescence between settlements. Nevertheless, these represent **minor negative effects** overall.

It will be important to ensure that the character of the River Mersey front is enhanced for any development that occurs along its banks. This will be visible from long distances in Liverpool. Provided that appropriate heights, scale and density are used, then positive rather than negative effects ought to be most likely.

The effects of Option 2A will depend upon the exact sites involved. However, there are likely effects of a dispersed approach regardless of which locations are involved. Though the sites that would be involved have all been identified as weakly performing in terms of overall green belt contribution, they are all in the countryside outside of the urban area. It is therefore likely that the character of landscapes will be affected negatively. Development is most likely to affect local amenity rather than lead to significant effects in terms of coalescence and the loss of sensitive land. It is also likely that strategic green infrastructure would be involved given the large scale nature of the sites. However, it is considered that a **minor negative effect** would remain. The choice of sites and dispersed nature of development should mean that no significant effects in any one location are likely.

Option 2B focuses growth into one large urban extension. Whilst this consists of land that is considered 'weak' in terms of its contribution to green belt function, the combined effects of releasing all these parcels of land would most likely lead to **significant negative effects** in these two locations. To the west of Heswall, a large scheme could lead to coalescence with Barnston. The strategic nature of development would likely involve substantial roles for green infrastructure and landscaping schemes. Therefore, the potential for mitigation and enhancement of the quality of land is possible. The residual effects may therefore be minor rather than significant. However, at this stage, a precautionary approach is taken, and significant effects are recorded.

Should Green Belt development draw investment away from the urban areas to the east of the borough in particular, then the opportunities to achieve positive effects in these locations would be diminished also. This is the case for both options 2A and 2B and is a particular

weakness of focusing solely or heavily on Green Belt release to meet a large proportion of housing needs.

However, there would still be an element of brownfield regeneration involved for these two options (on deliverable attractive sites) as well as notable employment development. Whilst the benefits would be less pronounced compared to Options 1A/1B, there would still be **minor positive effects** in terms of enhancements to the townscape.

### Summary Matrix: Landscape

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	+	+?	+
2.Commercial Core	++	++?	++?
3.Suburban Birkenhead	+	0	0
4.Bromborough and Eastham	+	x	0
5.Mid-Wirral	+	+ x	+
6.Hoylake and West Kirkby	x	x?	x?
7.Heswall	0	x	xx
8. Rural	0	0	0
<b>Overall Effects</b>	x	++	x
		+	xx
			+

## **6. Climate Change adaptation**

### **6.1 Wirral Waters**

Some of the land surrounding Wirral Waters lies within flood zone 2 and 3. However, all development has gone through the planning process and high level flood risk assessments have been carried out on the site. Therefore, it is expected that mitigation measures will be in place to address any issues. Overall this is likely to result in **neutral effects** on future flood risk through sensitive and innovative planning, development layout and construction methods.

### **6.2 Settlement Area 1 – Wallasey**

Though some potential development sites are adjacent to flood zones 2 and 3 there are no significant flood risks at any of the potential sites for development in Wallasey. For each of the options a **neutral effect** is predicted with regards to new development not being located in flood risk areas. It is presumed that policy measures will be implemented (i.e. SUDs and appropriate drainage and wastewater connections) that manage potential effects of development on the wider network.

### **6.3 Settlement Area 2 – Commercial Core**

Options 1A and 1B propose housing sites in the Commercial Core, the majority of which do not fall within flood risk areas. However, there are two important / large sites that overlap with Flood Zone 2 and 3 (SHLAA 4078, 0752) and / or notable areas of surface water flooding. Despite the need to implement mitigation measures, this is a **potential significant negative effect** that needs to be recognised.

It is presumed that policy measures will be implemented (i.e. SUDs and appropriate drainage and wastewater connections) that manage potential effects of development on the wider network.

Options 2A, 2B do not propose any residual growth to settlement area 2 and so **neutral effects** are predicted in this respect. If developable sites still remain in areas at risk of flooding, then this could still present some potential negative effects, but the reduced concentration of growth in the urban areas could mean that some sites at risk of flooding can be avoided. Nevertheless, these are still potential significant effects.

### **6.4 Settlement Area 3 – Suburban Birkenhead**

Within the Suburban Birkenhead Settlement Area, all of the potential development sites fall within flood zone 1, with only several sites being adjacent to flood zones 2 and 3. There are some sites that fall within areas at risk of surface water flooding, but not to a significant extent. Therefore, **neutral effects** are predicted overall.

It is presumed that policy measures will be implemented (i.e. SuDs and appropriate drainage and wastewater connections) that manage potential effects of development on the wider network.

Options 2A and 2B do not propose any residual growth to Settlement Area 3, therefore **neutral effects** are predicted too.

## 6.5 Settlement Area 4 – Bromborough and Eastham

For Options 1A and 1B sites available for development in Bromborough and Eastham are largely within flood zone 1. The exception is site SHLAA 2072, which falls entirely within flood zone 2/3. This is identified as a ‘potential extra housing site’, and so might not necessarily come forward for these options. However, a **potential significant negative effect** is identified at this stage given that residential development within flood zone 3 is not ideal. It could be possible to minimise the effects by incorporating SuDs and green space within the development.

The effects in terms of local surface water drainage are unlikely to be significant given the relatively low level of growth involved and the need to secure mitigation (SuDs etc).

Option 2A initially identified a range of sites that could be involved at the periphery of the urban area. The majority of development would be situated to the south and to the west of Bebington, with some exhibiting limited risk of flooding, whilst others are intersected by watercourses and therefore parts of the sites fall within flood zone 2 and 3 (Clatter Brook, Dibbinsdale Brook and Raby Mere). There are areas of surface water flooding concern on each of the sites also to differing extents. However, the scale of the sites should mean that where flooding is an issue, it is possible to avoid such areas. There should also be good opportunities to design developments that mimic natural drainage patterns and ensure no net increase in run-off. The ‘shortlisted’ sites for option 2A (i.e. those considered most likely to come forward), only involves one parcel of land to the south of Eastham. The site area is within flood zone 1 and has relatively low levels of surface water flood risk. Consequently, a **neutral effect** is predicted overall for this option.

Option 2B could involve no residual growth in this settlement area should urban expansion be centred on Heswall. In this situation, a **neutral effect** is predicted.

The scale of growth required is unlikely to lead to significant changes to surface water runoff, particularly given that areas of green space would remain between new development and areas of flood risk. It is presumed that SUDs would be incorporated into development, which would limit negative effects upon hydrology locally and downstream.

## 6.6 Settlement Area 5 - Mid Wirral

Sites within mid-Wirral have a mixed risk of flooding. The River Fender, Arrowe Brook and Greasby Brook all run through settlement area 5.

Option 1A and B propose a number of small sites within the built up areas that do not fall within flood zone 2 and 3, or there are very small overlaps. As a result, the potential for negative effects with regards to new development being at risk of flooding is low. There are some exceptions though. SHLAA 2068 in Moreton is proposed for housing, and is entirely within flood zone 2 and 3. There is also associated employment uses in this location, but this may be an appropriate use. Likewise, SHLAA 1472 also falls entirely within flood zones 2/3.

Though there will be an element of mitigation required and other policy measures to reduce flood risk, a **minor negative effect** is predicted nonetheless.

In addition to deliverable sites in the urban area, Option 2A could involve the release of Green Belt land at Saughall Massie which overlaps with areas of flood zone 2 and 3.

Although significant effects could be avoided through the implementation of adequate and sustainable drainage systems, there could be **minor negative effects**. If the site avoids the areas of flood risk though (which is likely), then **neutral effects** are predicted.

Option 2B (Heswall urban expansion) proposes no growth to mid-Wirral, therefore **neutral effects** are predicted.

## 6.7 Settlement Area 6 – Hoylake and West Kirby

A large section of settlement area 6 falls within flood zone 2 and 3. This is mainly land surrounding Hoylake and the coastal areas along Liverpool Bay and the River Dee. No substantial development is involved at Hoylake though for any of the options.

Option 1A and Option 1B both propose sites within the current built up areas of West Kirby, which all lie within flood zone 1. The effects are therefore **neutral** in this respect. There is some risk of surface water flooding, but this is for a 1 in 1000 year event. Mitigation and policy measures (SuDs requirement for example) should ensure that effects can be managed. In terms of effects on the wider drainage network and hydrology, the cumulative effects are predicted to be **neutral**.

There are two weakly performing green Belt parcels at West Kirby. A large site is identified with developer interest to the south east of the settlement area (parcel 6.15 in the Council's Option 2A). This falls within flood zone 1, and so neutral effects are predicted in this respect.

The Green Belt parcel involves areas that are at risk of surface water flooding, but it is presumed that SuDs would be incorporated into development, which would limit negative effects upon hydrology locally and downstream. Consequently, **neutral effects** are predicted overall.

Option 2B (Heswall urban expansion) proposes no growth to settlement area 6, therefore **neutral effects** are predicted.

## 6.8 Settlement Area 7 – Heswall

Option 1A and Option 1B proposes low levels of dispersed urban growth within the built-up Settlement Area. There are no proposed sites that cross over with flood zone 2/3 and so **neutral effects** are predicted in this respect. There are some areas at risk of surface water flooding, but the overall level of growth is small scale, and so cumulative effects are likely to be negligible. There is also a need to implement SuDs and flood risk mitigation measures.

Option 2A proposes a substantial amount of development on Green Belt land surrounding Heswall at several locations. The majority of the sites do not overlap with flood zones 2 and 3. However there is one particular site to the north west of the Settlement Area that lies within flood zone 2 and 3 due to Arrowe Brook passing through the site. Due to the size of the site, it is likely that there ought to be sufficient land available to totally avoid areas of flood risk, whilst the requirement for SuDs should ensure that wider flood risk issues are addressed. Therefore, whilst the potential for negative effects exists, these are considered unlikely and minor in nature.

Option 2B could involve a large amount of urban expansion on Green Belt land to the east of Heswall. Small parts of this location are at a risk of flooding from Prenton Brook, as well as there being pockets of surface water flood risk throughout the site. The strategic nature of development should allow for these areas to be avoided though and for SuDs to be incorporated that ensure no net increase in surface water run-off or flooding. Consequently, a **neutral effect** is predicted overall for this option.

The overall level of growth involved could potentially lead to changes in hydrology. However, it ought to be possible to incorporate SuDs that mimic natural drainage patterns given their size.

## 6.9 Settlement Area 8 – Rural Areas

Option 1A and Option 1B propose minimal development in the rural areas. There is one location (SHLAA 2050) that is identified as a potential additional housing site. This site, which falls just outside of Bebington, intercepts with Clatter Brook, and therefore involves areas of flood risk 2/3. The site is of a scale whereby the areas of flood risk should be possible to avoid, but this would take out a fairly large proportion of the developable area of the site. Furthermore, the flood risk zone cut all the way through the site, and so it may be harder to totally avoid areas of development being at risk of flooding. There will be a need to implement SuDS, and so overall an uncertain **minor negative effect** is predicted.

Option 2A proposes no growth to the villages in settlement area 8, therefore **neutral effects** are predicted.

Option 2B proposes no growth to the villages in settlement area 8, therefore **neutral effects** are predicted.

## 6.10 Overall effects

**Options 1A/1B** involve dispersed growth in the urban areas on mostly brownfield land. In this respect, new development is unlikely to substantially alter drainage patterns, as it will not result in wholesale changes in the amount of hardstanding. The majority of sites identified for residential development are within flood zone 1, and so neutral effects are predicted in the main. However, some important sites fall within flood zones 2 and 3 and/or are affected by surface water flooding:

- SHLAA 2068 in Moreton is proposed for housing, and is entirely within flood zone 2 and 3. There is also associated employment uses in this location, but this may be an appropriate use.
- SHLAA 0752 overlaps with significant areas of flood zone 2 and 3.
- Site 4078 is heavily affected by surface water flooding.

These sites will place residents at risk of flooding, and therefore significant negative effects are possible in these locations. Mitigation measures would clearly need to be secured to ensure that development is appropriate.

Overall, **minor negative effects** are predicted with regards to flooding. The majority of new development would be in areas that are not at risk of flooding and would not increase flood risk elsewhere. However, there are some important exceptions where significant flood risk exists.

Development throughout the urban areas should present an opportunity to introduce urban greening measures, which can help with climate change resilience for wildlife and human health. This could be particularly beneficial for more built up areas such as Birkenhead and Wirral Waters, in terms of helping to reduce a potential heat island effect.

However, these benefits would be reliant upon such measures being incorporated into new development. Given the lack of space and the intensification involved in the urban areas, it is unclear the extent to which urban greening will be achieved. Therefore, uncertain minor positive effects are predicted.

**Option 2A** involves dispersed growth on greenfield land. A range of potential sites are identified, with some exhibiting limited risk of flooding, whilst others are intersected by watercourses and therefore parts of the sites fall within flood zone 2 and 3. There are areas of surface water flooding concern on each of the sites also to differing extents. The scale of the sites should mean that where flooding is an issue, it is possible to avoid such areas. There should also be good opportunities to design developments that mimic natural drainage patterns and ensure no net increase in run-off. Consequently, a **neutral effect** is predicted for the residual growth.

**Option 2B** will have similar effects to Option 2A. The potential urban extension to Heswall is at risk of flooding from Prenton Brook, as well as there being pockets of surface water flood risk throughout the site. The strategic nature of development should allow for these areas to be avoided though and for SuDs to be incorporated that ensure no net increase in surface water run-off or flooding. Consequently, a **neutral effect** is predicted for the residual growth.

For both Green Belt approaches, a loss of greenfield land could reduce the ecosystem services associated with natural and semi natural land (such as food management, reduction in urban heating, ecological corridors). Therefore, in terms of wider resilience to climate change, the effects are possibly negative. However, this depends upon the extent of enhancement measures that are secured though and whether net gain is actually achieved.

**Neutral effects** are predicted at this stage. Effects in the urban areas would be dependent upon the sites that are not delivered (hence the need for Green Belt release), therefore, there is uncertainty, but the effects (both positive and negative) are likely to be minor.

#### Summary Matrix: Climate Change Adaptation

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	0	0	0
2.Commercial Core	xx?	x	x
3.Suburban Birkenhead	0	0	0
4.Bromborough and Eastham	xx?	0	0
5.Mid-Wirral	x?	x?	x?
6.Hoylelake and West Kirkby	0	0	0
7.Heswall	0	0	0
8. Rural	x?	0	0
<b>Overall Effects</b>	x	x?	x?

## **7. Water Resources**

Within the Borough, there are four wastewater treatment works (WwTWs).

- North Wirral (Meols) – Off-shore discharge into Liverpool Bay
- Birkenhead – Discharge to River Mersey
- Bromborough – Discharge to River Mersey
- Heswall – Discharge to River Dee

There is an assumption that development under any of the options will be able to connect to the existing infrastructure without generating significant effects on headroom in the long term. However, this needs to be confirmed.

### **7.1 Wirral Waters**

Development in this location is anticipated given that there is already outline permission for substantial growth. It is presumed that drainage and waste water issues are addressed and can be accommodated. Therefore, neutral effects are predicted in relation to each option. However, the scale of growth in this location is important to take into consideration should further development be proposed that puts additional pressure on water networks.

### **7.2 Settlement Area 1 – Wallasey**

The effects upon water resources will be mostly dependent upon the ability to manage waste water and drainage requirements resulting from new developments. In terms of water quality, there are no WwTw's within the settlement area. There are also no main river watercourses. However there are designated bathing waters within Wallasey. The score for the condition of the bathing waters is 'Good'. Most designated bathing water areas have demonstrated consistently 'Good' or 'Excellent' quality water over a four- year period and it is not expected that this will change in the short – medium term.

It is predicted that Options 1A/1B will have **neutral effects** on water quality given the scale of growth for Wallasey is quite minor.

Options 2A and 2B should not directly affect water resources within Wallasey as there are no residual site allocations proposed in this Settlement Area.

### **7.3 Settlement Area 2 – Commercial Core**

There is one WwTw within the settlement area (Birkenhead WwTw). New development is therefore likely to put pressure on and be serviced by this facility.

Option 1A/1B propose additional growth in this area, which in combination with Wirral Waters could require upgrades to the drainage and wastewater networks. These issues will need to be explored, and so uncertain effects are predicted.

Options 2A and 2B will not directly affect water resources as there are no residual site allocations proposed in this Settlement Area. Therefore **neutral effects** are predicted.

#### **7.4 Settlement Area 3 – Suburban Birkenhead**

In terms of water quality, there are no WwTw's within the settlement area, however there is a watercourse to the west of the Settlement Area, the River Fender. Option 1A/1B proposes a small amount of sites within the Settlement Area, so pollution due to surface water run-off into watercourses is unlikely to be an issue. Though there are no treatment facilities in the settlement area, there is an existing network that new development can connect to. Given that the scale of growth is fairly low, the effects are considered likely to be minor.

Options 2A/2B will not directly affect water resources as there are no residual site allocations involved at this Settlement Area. Therefore **neutral effects** are predicted.

#### **7.5 Settlement Area 4 – Bromborough and Eastham**

There is one WwTw within the settlement area (Bromborough WwTw). New development is therefore likely to put pressure on and be serviced by this facility. Each option will involve substantial employment land development, which may have some effect upon water quality. However, these effects are uncertain and will need to be explored.

Option 1A/1B propose additional housing growth in this area, but at a scale that is unlikely to have implications for water quality.

Option 2A involves additional residual growth on Green Belt land, but the scale involved is unlikely to have notable effects on water quality.

Option 2B involves no residual growth in settlement area 4.

Green Belt options involve land in agricultural use. A change in use to residential development could reduce nitrate pollution in surface water run-off, which is a potential **minor positive effect** in the longer term.

#### **7.6 Settlement Area 5 - Mid Wirral**

Options 1A/1B propose additional housing growth in this area, but at a scale that is unlikely to have notable implications for water quality.

Option 2A involves additional residual growth on Green Belt land. The scale involved could potentially have effects with regards to wastewater treatment headroom (in combination with other developments), but this is uncertain.

Options 2B (Heswall urban expansion) will not directly affect water resources on this location as there are no residual site allocations involved at this Settlement Area. Therefore **neutral effects** are predicted.

#### **7.7 Settlement Area 6 – Hoylake and West Kirby**

Options 1A/1B propose additional housing growth in this area (mostly West Kirby), but at a scale that is unlikely to have implications for water treatment (and thus water quality). Therefore **neutral effects** are predicted.

Option 2A involves residual growth at West Kirby which is at a greater scale compared to the individual and combined sites under Option 1A/1B. It should be possible to connect to

existing infrastructure without causing significant effects, but these issues would need to be explored. Therefore, uncertain effects are predicted. Some of the developable land is currently in use for agriculture and so a change in use could potentially be positive in the longer term with regards to reduced nitrate run-off.

Options 2B (Heswall urban expansion) will not directly affect water resources as there are no residual site allocations involved at this Settlement Area. Therefore **neutral effects** are predicted.

### **7.8 Settlement Area 7 – Heswall**

Option 1A/1B propose additional housing growth in this area, but at a scale that is unlikely to have implications for water quality.

Option 2A involves additional residual growth on Green Belt land. The scale involved could potentially have effects with regards to wastewater treatment headroom, but this is uncertain.

Option 2B could involve urban expansion to Heswall at a scale that would be likely to have effects upon the water treatment network. The effects are uncertain and would need to be explored in terms of headroom.

All Green Belt options involve land in agricultural use. A change in use to residential development could reduce nitrate pollution in surface water run-off, which is a potential **minor positive effect** in the longer term (particularly for Option 2B which involves a larger amount of land).

### **7.9 Settlement Area 8 – Rural Areas**

No growth is proposed at the villages within the rural areas and so **neutral effects** are predicted for all options.

### **7.10 Overall effects**

The impacts upon water resources will be dependent upon the ability to manage waste water and drainage requirements resulting from new developments. There is an assumption that development can be supported, but this will need to be confirmed with utilities providers regardless of the spatial approach that is taken. At this stage, uncertain effects are predicted for each option in this respect.

With regards to longer term water quality, it is possible that a change in land use from agricultural to residential can reduce the levels of nitrate pollution. In this respect the Green Belt options could have **minor positive effects**, but this carries a degree of uncertainty.

### Summary Matrix: Water Resources

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	0	0	0
2.Commercial Core	?	?	?
3.Suburban Birkenhead	0	0	0
4.Bromborough and Eastham	?	? +	? +
5.Mid-Wirral	0	?	0
6.Hoylake and West Kirkby	0	?	0
7.Heswall	0	?	? +
8. Rural	0	0	0
<b>Overall Effects</b>	0?	+?	0?

## **8. Biodiversity and nature conservation**

Wirral is unique in comparison to other localities as it has significant biodiversity designations in both coastal and non – coastal environments. It is important to ensure development which happens on the land, does not adversely affect the surrounding coastal environments.

In saying this there are currently no Marine Conservation Zones (MCZ) or National Nature Reserves (NNRs) within the locality. The SSSI's on the land are found within Settlement Areas 4, 7 and 8. The other settlement areas have significant biodiversity designations surrounding the coastline. A Habitats Regulations Assessment has been undertaken with consideration given to the potential significant effects that could arise for each of the spatial options.

### **8.1 Wirral Waters**

There is a large amount of growth assumed for Wirral Waters, which is in line with the outline planning permission granted of this area. It is likely that development of this scale will come forward in a number of phases across the plan period, which has the potential to reduce the negative effects throughout the lifetime of the plan, but staggering the level of growth.

Though development at this strategic location is agreed in principle and mitigation is presumed to be suitable, increased growth in surrounding areas has the potential to combine with the effects of Wirral Waters. It is therefore an important consideration when exploring the effects of the spatial options upon biodiversity.

Growth along the River Mersey could potentially disturb species movement and/or impact the wildlife corridor function of the River Mersey. There are also areas of SPA (special Protection Area), SAC (Special Area of Conservation) and SSSI (Mersey Narrow) and Ramsar site along the River Mersey, which are most likely to be affected by development at higher levels of growth.

### **8.2 Settlement Area 1 – Wallasey**

Option 1A / 1B, propose a fairly low level of growth in the urban areas of Wallasey (though this could be higher if the ‘potential additional housing sites’ are proved to be deliverable). Some of the sites involved are near to the coast adjacent to sensitive habitats, but they are already built up and are small scale. Development would therefore not be anticipated to have a significant negative effect on biodiversity in the long term, and so **neutral effects** are predicted.

Options 2A & 2B propose no residual growth to the Wallasey area. Therefore **neutral effects** are predicted also.

### **8.3 Settlement Area 2 – Commercial Core**

Option 1A and 1B propose several housing sites for development within the Commercial Core settlement area.

This involves a higher level of growth that would necessitate the development of all the proposed brownfield sites, at a high density within and adjacent to the current built up area.

This would likely involve sites to the east of the commercial core nearby to the River Mersey, which could affect water quality and / or disturb species reliant upon the water environment. There is also a SPA and SSSI along the Mersey that could be effected by this higher level of growth. Significant effects ought to be possible to avoid though provided that enhancement measures are secured, and development is not concentrated in one location (i.e. all to the west / all to the south). At this stage, **minor negative effects** are predicted.

Options 2A, 2B (Heswall urban expansion) do not propose any residual growth to the commercial core, and would involve a lower amount of growth in the urban areas, potentially avoiding negative effects. Therefore **neutral effects** could be predicted, but there is an element of uncertainty.

#### **8.4 Settlement Area 3 – Suburban Birkenhead**

There are a number of Biodiversity Action Plan areas within Suburban Birkenhead, mainly deciduous woodland and lowland heathland which could contain a variety of species. Development of a large scale could potentially lead to negative effects on wildlife that relies upon these habitats. However, development at such a scale would allow for the incorporation of substantial areas of green infrastructure which should draw people away from the more sensitive areas with regards to recreation.

Option 1A and 1B propose growth to Suburban Birkenhead in brownfield locations. In the main, the biodiversity value of sites is relatively low and so development ought to be positive if net gain is secured. It is unlikely that this will occur on site for many sites though given their brownfield nature and small scale. It would be beneficial to identify appropriate off-site schemes that contributions can be sought towards improvement. There are one or two sites that overlap with BAP habitats, but these are along site edges and could be avoided / enhanced. Overall, **neutral** or **minor positive effects** are predicted.

Options 2A, 2B (Heswall urban expansion) propose no residual growth to suburban Birkenhead, therefore **neutral effects** are predicted in this respect.

#### **8.5 Settlement Area 4 – Bromborough and Eastham**

Option 1A / 1B propose fairly low levels of housing growth in the urban areas. The sites involved do not contain any characteristics or features that support biodiversity, and so in this respect neutral effects are predicted.

It may be problematic to secure net environmental gain on these sites, so it would be useful to identify opportunities for enhancement in other parts of the settlement area to ensure that benefits can be achieved relatively local to the sites. In the longer term though, it would be expected that **minor positive effects** could arise.

Option 2A involves dispersed growth on weak performing Green Belt parcels. Some of the sites initially identified are sensitive as they contain ancient woodland / BAP habitats. Development here therefore presents the potential for significant negative effects. However, only one site is identified in the Council's 'final Option 2A'. This falls to the south of Eastham, and though it contains BAP habitat (deciduous woodland) this is not ancient woodland. The strategic nature of a development here should allow for important habitat to be avoided and mitigation put in place.

However, a degree of disturbance is likely to occur, which is a **minor negative effect**. In the longer term, if suitable net gain / enhancement is achieved on site (or in the wider settlement area through contributions), then a **minor positive effect** is predicted.

All the options involve significant amounts of employment growth close to the Mersey Estuary and this presents the potential for disturbance to associated species. This is a potentially **significant negative effect** that will need to be addressed.

## 8.6 Settlement Area 5 Mid Wirral

The main biodiversity assets located in mid-Wirral are the coastal and floodplain grazing marshes to the north of the settlement. Small pockets of deciduous woodland are also present throughout the urban areas and countryside.

Option 1A and 1B propose growth on brownfield sites that do not overlap with such biodiversity assets and due to the nature and scale of the sites are unlikely to result in significant negative effects. Given the requirement for biodiversity net gain, the overall effects ought to be positive as the starting position on the sites is not likely to be of great value. However, it may be difficult to secure on-site improvements due to development land requirements. It would therefore be useful to identify enhancement opportunities offsite such as connecting deciduous woodland and enhancing floodplain marshes.

Overall, **neutral** or **minor positive effects** are predicted.

Option 2A proposes a similar level of growth as 1A and 1B, however the site is larger in scale and development is concentrated on the outer periphery of the settlement areas. The proposed Green Belt release parcels do not overlap with areas of biodiversity sensitivity, but could support SPA/SAC species. Therefore, potential **minor negative effects** are predicted. There would be a need to address any negative effects though and to ensure net gain, so the residual effects might be different.

Option 2B (Heswall urban expansion) does not propose further growth to settlement area 5, therefore **neutral** effects are predicted.

## 8.7 Settlement Area 6 – Hoylake and West Kirby

There are a number of biodiversity assets in Settlement Area 6. Growth along the Liverpool Bay could potentially disturb species movement and/or impact the wildlife corridor function of the Bay. There are also areas of SPA (Special Protection Area) and SSSI (Dawpool Bank and Salisbury Bank) and Ramsar sites along Liverpool Bay, which are most likely to be affected by development at higher levels of growth. There are also some inland assets which mainly consist of coastal sand dunes and coastal/ floodplain grazing marshes.

Option 1A / 1B proposes some small-scale growth to this settlement area. This is all at West Kirby on small/medium scale sites.

The proposed sites are located inland and not along the coast which minimises potential negative effects on these biodiversity assets. However, increased recreational pressure will need to be managed even at lower levels of growth. The potential for on-site enhancement will be problematic at smaller brownfield sites, but equally, negative effects on biodiversity are unlikely on these sites. In this respect **neutral effects** are predicted.

It would be beneficial to identify enhancement and mitigation measures within the settlement area as alternative ways to achieve net gain where on site measures are not appropriate. This could lead to **minor positive effects** in the longer term.

Option 2A proposes the release of Green Belt parcels to the south of West Kirby. The area involved contains parcels of lowland heath land and deciduous woodland, and is adjacent to a more significant wooded area. The potential for **negative effects** therefore exists, as there could be disturbance to species (light pollution / noise / domestic animals) and increased recreational pressure. Additionally, this area is within fairly close proximity to the SSSI, SPA and SCA. The HRA identifies that recreational pressure could potentially give rise to **negative effects** particularly given the scale of growth involved. With appropriate avoidance and mitigation these effects ought to be possible to minimise so significant effects should be avoidable. Enhancement on site should also be possible, with the potential to expand / strengthen areas of deciduous woodland for example. Given the need to achieve net gain on site, then the longer term effects could be **positive**. However, there is uncertainty at this stage.

Option 2B (Heswall urban expansion) do not propose residual growth to Settlement Area 6, therefore **neutral effects** are predicted in respect of biodiversity in this location.

## 8.8 Settlement Area 7 – Heswall

Option 1A /1B proposes limited additional development across the settlement area. The sites involved are small in scale and do not overlap any biodiversity assets. As a result the effects are predicted to be **neutral**. However, the small scale brownfield nature of the sites means that on-site enhancement / net gain may also be problematic.

Option 2A proposes dispersed release of Green Belt parcels. The location of the site options in these areas is unlikely to have a significant effect upon designated sites. However, several parcels contain BAP habitats (deciduous woodland). Development has the potential to cause disturbance to habitats and species here. This could be localised effects on wildlife through the loss of trees and hedges for example, or disturbance. However, the potential for mitigation and enhancement through new development would be higher too. The residual effects are therefore predicted to be **neutral**. Several parcels are identified in the HRA as potentially involving functionally linked land (for SPA/SAC species), this represents the potential for significant negative effects that will need to be explored further in the HRA.

For Option 2B, the development east of Heswall overlaps less dramatically with BAP habitat, and therefore, enhancement is more likely to be achieved on site. For example, by reducing the developable land on the site and including green spaces and woodland retention on the sites, which could bring forward benefits for local habitats and species. Taking the above factors into account, **minor positive effects** are predicted to reflect the potential to improve ecological value on green belt sites in this part of the borough. However, a loss of potential functionally linked land (for SPA/SAC species) will mean that avoidance, mitigation and offsite compensation may also need to be secured. This is a potential significant negative effect that will need to be explored through the HRA.

## 8.9 Settlement Area 8 – Rural Areas

Option 1A / 1B does not propose any growth in the villages within the rural areas, therefore **neutral effects** are predicted.

Though Green Belt parcels are located in the rural areas, the effects of this for options 2A and 2B are discussed above at each of the urban settlement areas.

## 8.10 Overall effects

There are common elements to each of the spatial options that are likely to generate negative effects with regards to the biodiversity.

Of particular note is that the majority of the employment sites are located in waterside locations, along the River Mersey and Liverpool Bay. The majority of these sites are close to a number of biodiversity assets and are at risk of having negative effects upon these assets along with species' natural habitats. Though development will be required to avoid and mitigate effects and ultimately achieve net gain, the potential for negative effects in these locations does exist.

Each option performs differently in relation to impacts upon local settlement areas across the borough, how new development can bring forward local benefits to the green infrastructure and local species

**Option1A** promotes urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral. The locations that option 1A focuses on are a mix of urban and waterside locations that fall within the impacts zones for the River Mersey SSSI, SPA and SAC, along with sites in the Liverpool Bay impact zones. The majority of sites are brownfield, most of which are thought to have limited value, but others that may be rich in species and natural habitats where natural regeneration has occurred or species are making use of derelict buildings.

It is anticipated that permanent effects on biodiversity should be avoidable, but it will be important to manage disturbance and pollution that could affect waterside environments in particular. This leaves a question mark over the potential for **negative effects**.

In terms of functionally-linked land, the HRA concludes that the urban housing sites are likely to offer limited value, and so **neutral effects** in this respect are predicted.

The majority of the remaining housing sites are small – medium in scale and dispersed throughout the borough, which is likely to minimise the opportunities to enhance and connect the green infrastructure network through onsite improvements alone. In this respect, only **minor positive effects** are predicted.

Larger site options may be able to deliver some strategic green infrastructure improvements, which can help with wildlife and biodiversity enhancement. This could be particularly beneficial for more built up areas such as Birkenhead and Wirral Waters.

This option would also present **potential significant negative effects** associated with employment growth along the Mersey Estuary coastline.

**Option 1B** would have the same effects, but these would occur mostly in the longer-term. Biodiversity value may have increased on some urban in the longer term due to natural regeneration. Therefore, the potential for negative effects could potentially rise slightly, but there is uncertainty.

**Options 2A and 2B** are less negative with regards to growth impacting on biodiversity in waterside locations. However, there are other locally important habitats present across the Borough that overlap with development opportunity areas. For some locations, a loss of greenfield land could also have potentially significant negative effects in terms of being functionally linked to the European Sites. Both options contain land that could provide this function, and so **significant negative effects** are recorded at this stage in this respect. The potential for effects still exist in the urban area too, with minor negatives and minor positives possibly arising (though to a lesser extent compared to 1a and 1b).

For **Option 2A** additional effects on local wildlife would depend upon the exact sites involved in a dispersed approach. However, the majority of identified parcels that could be involved do not overlap significantly with designated or biodiversity action plan habitats. The most likely issues with this option will relate to disturbance to adjacent habitats, and ensuring that net gain is achieved. Given that the developments are strategic in nature, this ought to be possible. However, a loss of potential functionally linked land will mean that offsite compensation may also need to be secured.

Taking the above factors into account, **minor** to **significant positive effects** are predicted to reflect the potential to improve ecological value on green belt sites across a number of locations across the borough (not just one such as the urban extensions). There will also be some minor benefits in the urban area if on site gain is achieved. However, the use of Green Belt land to support Ramsar / SPA / SAC species constitutes potentially significant negative effects. The choice of sites ought to provide some flexibility in avoiding the most sensitive locations and making the best out of opportunities for enhancement.

This option would also present potential significant negative effects associated with employment growth along the Mersey Estuary coastline. Some **minor negative effects** could remain in the urban areas too.

A development east of Heswall (**Option 2B**) overlaps less dramatically with BAP habitat, and therefore, enhancement is more likely to be achieved. For example, by reducing the developable land on the site and including green spaces and woodland retention on the sites, which could bring forward benefits for local habitats and species. However, a loss of potential functionally linked land will mean that avoidance, mitigation and offsite compensation may also need to be secured.

Taking the above factors into account, **minor positive effects** are predicted to reflect the potential to improve ecological value on green belt sites in this part of the borough (in addition to some benefits from urban concentration). However, the use of such land to support Ramsar / SPA / SAC species constitutes potentially significant negative effects in this location.

This option would also present potential significant negative effects associated with employment growth along the Mersey Estuary coastline.

It should be noted that for each option, the potential for enhancement is mentioned. However, this has not been factored fully into the assessment, as there are no details at this stage as to what would be involved, and whether this would be achievable. This does not mean that significant or minor negative effects are a certainty though, as it is acknowledged several site options fall into areas that have been identified as green infrastructure enhancement areas, and there will also be a need to achieve net gain.

## Summary Matrix: Biodiversity

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	0	0	0
2.Commercial Core	x	x?	x?
3.Suburban Birkenhead	+?	+?	+
4.Bromborough and Eastham	+? xx?	+? xx?	+? xx?
5.Mid-Wirral	+?	x?	+
6.Hoylake and West Kirkby	+?	x?	+
7.Heswall	0	xx?	+? xx?
8. Rural	0	0	0
<b>Overall Effects</b>	+	xx?	++?

## 9. Climate Change mitigation

The ability to deliver resource efficient and resilient developments ought not to be dependent upon location to a great extent. Therefore, the distribution of homes should have the same effects on emissions from the built environment regardless of location. Development in any location should also provide opportunities to introduce resilience measures such as green infrastructure, green roofs and SUDs. An important factor in achieving sustainable design is the viability of development, as this could make reductions in emissions harder to achieve. Therefore, site options with some constraints could be less likely to lead to lower carbon development. In this respect, **Options 1A / 1B**, which involve a lot of brownfield sites (with possible viability issues) could be less likely to achieve higher emissions reductions. Conversely, a denser approach to development can be more energy efficient and increase economies of scale relating to the application of low carbon technologies. Likewise, options that rely upon substantial infrastructure upgrades to be funded through development (such as **Option 2B**) may also be constrained in this respect.

Location can however, lead to differences in the amount of emissions from transport, and certain locations or types of sites (larger mixed-use with demands for heat) may also be more likely to support decentralised energy schemes. These factors are discussed below with regards to each option. The effects have not been broken down in terms of the settlement areas, as impacts in one area could offset those in another. Therefore, it is more appropriate to discuss the overall implications at a borough level for each option with regards to emissions and resilience. It should also be acknowledged though that the impacts within the Borough are interlinked with those in surrounding areas, as climate change is a cross boundary issue.

**Option 1A** promotes urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral. The locations that option 1A focuses on have good access to jobs, services and public transport. Therefore, new development should be less likely to generate long car trips (and associated emissions). This option would also limit further growth in less accessible locations.

Whilst there is no solid evidence to support decentralised energy schemes<sup>1</sup>, the scale of some site options in the commercial Core and Birkenhead, and the higher heat demand in the urban area could make these locations more attractive for such schemes.

Consequently, a **minor positive effect** is predicted overall for Option 1A in terms of carbon emissions and adaptation.

For **Option 1B** it is assumed that there is enough suitable, available and achievable capacity to meet all of the Borough's future development needs within the existing urban area but that it would not be possible to deliver sufficient homes for the first five years, the Local Plan may be allowed to follow a 'stepped approach'. This would mean the same amount of housing and employment would be delivered in the plan period, but with a lower proportion in the first five years.

Option 1B would still provide for all the Borough's new development to be accommodated within the urban area, in line with Option 1A but could allow the development required to be provided at a lower rate through the early years of the plan period, followed by a higher rate during the later years. Given that the efficiency requirements for new development will increase in the longer term, this ought to mean that the carbon emissions for this approach would be lower over the plan period compared to option 1A (hence a potentially **significant positive effect**).

**Option 2A** proposes the release of a series of medium to large sized weakly performing Green Belt parcels, which when added together would allow sufficient land to be allocated to meet any residual housing needs within the Plan period.

Depending upon the viability of individual sites, their greenfield nature could possibly present good opportunities to achieve higher standards of efficiency (through higher land values). However, this is an uncertainty. The peripheral nature of the site options is more likely to encourage car trips though, which would lead to a continuation or worsening of current trends with relation to emissions from transport.

The overall picture in terms of emissions is therefore likely to be **neutral** or **minor negative effects** for this residual growth. There will still be large amounts of growth in the urban areas though, and so **minor positive effects** are recorded as per Option 1a.

A loss of greenfield land will also reduce the ecosystem services associated with natural and semi natural land (such as food management, reduction in urban heating, ecological corridors). Therefore, in terms of resilience, the effects are possibly negative. This depends upon the extent of enhancement measures that are secured though and whether net gain is actually achieved.

The alternative approach to dispersed release is to focus development more strategically into a single larger area around an existing settlement (**Option 2B**). This option still relies on the weakly performing Green Belt parcels but groups these together to identify a larger area for urban expansion. An extension at Heswall is thought to be more feasible than one at Bromborough / Eastham and is therefore identified in the Council's Option 2B.

A large development at Heswall would be at the urban fringe. It is therefore likely to generate car trips, as it would allow relatively good access to the strategic road network. The majority of jobs growth is to the east of the Borough, and so in this respect, the length of trips (and associated emissions) would be expected to increase.

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<sup>1</sup> Since the time of this appraisal, firmer opportunities have been identified for a heat network across Birkenhead.

The presence of a train station nearby would help to offset this somewhat, but the services are not particularly regular or quick. In terms of local services and facilities, a new well-planned extension should help to provide local access, which can encourage walking and cycling. This too ought to offset an increase in emissions from car based travel. There are no identified options with regards to district heating, though in theory a large scale mixed use development ought to provide better opportunities for such schemes. Overall, a **neutral effect** is predicted for this element of the strategy. Whilst there may be some reductions in travel due to the provision of local facilities and the presence of a train station nearby, it is also likely that car emissions will continue to be important. It is uncertain whether higher standards of resource efficiency would be achieved, but the requirement for new roads and other social infrastructure to support a comprehensive development would make this less likely. Therefore, at this stage, uncertain effects are predicted. There will still be large amounts of growth in the urban areas though, and so **minor positive effects** are recorded as per Option 1a.

### **Summary Matrix: Climate Change Adaptation**

	<b>Option 1a/1b</b>	<b>Option 2a</b>	<b>Option 2b</b>
1.Wallasey	/	/	/
2.Commercial Core	/	/	/
3.Suburban Birkenhead	/	/	/
4.Bromborough and Eastham	/	/	/
5.Mid-Wirral	/	/	/
6.Hoyle and West Kirkby	/	/	/
7.Heswall	/	/	/
8. Rural	/	/	/
<b>Overall Effects</b>	<b>+</b>	<b>✗</b>	<b>+</b>

## **10. Economy and Employment**

### **10.1 Wirral Waters**

Wirral Waters is a key employment centre as it is located in the commercial core, which is well connected to Liverpool on the other side of the Mersey river.

Over the years Wirral has diversified from chemical works and manufacturing. Today, Wirral has a notably lower proportion of residents employed in elementary occupations, and a higher proportion of employment in professional occupations, than at regional and national level. This area offers strong new employment potential especially through the development of Wirral Waters, which Wirral Council has approved outline permission for a large amount of employment floorspace. There could be opportunities to link up new development with the existing and new employment centres, via public transport and improve the walkability between the two due to the proximity of the prosed new residential and employment sites. Provision of homes in the periphery could also help to tackle deprivation, should it help to provide accommodation for such communities along with increased job diversification.

An increase in housing accommodation could also help to support students and young professionals wishing to locate in this area. Given that the principle of development is already established in this area, then the positive effects are already likely to be generated whether or not there is a new Local Plan in place. However, by re-confirming the Council's commitment to regeneration at this location as a key part of the spatial strategy, it is more likely that efforts will be focused here rather than on greenbelt land. Therefore, **minor positive effects** are predicted for all options.

## **10.2 Settlement Area 1 – Wallasey**

There are two growth opportunities identified in the Strategic Regeneration Framework 2017 within Wallasey, these are New Brighton and Liscard. The delivery of homes in these areas should provide good access to jobs in the commercial core, and further afield should there be connections to the strategic road networks. However, access to a large proportion of these jobs outside of Wirral could rely on the private car, and so certain communities might not benefit.

Provision of homes to the edge of the Commercial Core could help tackle deprivation in the worst affected wards, should it help to provide accommodation and job opportunities to such communities. Housing provision close to the commercial core, Liverpool and surrounding employment hubs (for example Wirral Waters) could also help to improve graduate retention (access to higher quality jobs) and link to the economic growth in the 'maritime and logistics' and 'visitor economy' sectors related to the ongoing Wirral Waters regeneration.

Option 1A is likely to bring forward some scattered small scale development within the settlement area 1, which would have minor benefits with regards to an increase in local spending. It would also place workers in relatively accessible locations with regards to jobs. Overall, a **minor positive effect** is predicted reflecting these factors.

Option 1B proposes the same level of growth compared to option 1A above, and so the effects are the same but delivered in the longer term.

Options 2A, 2B (Heswall urban expansion) deliver no growth within settlement area 1, which is unlikely to have a notable effect on the economy. Therefore, **neutral effects** are predicted.

## **10.3 Settlement Area 2 – Commercial Core**

Growth is likely to put additional pressure on the key transport arteries between Wirral and other regional centres, particularly Liverpool. It will be important that this growth is matched by associated infrastructure enhancements as necessary.

Wirral has notable potential for economic growth in the 'maritime and logistics' and 'visitor economy' sectors related to the ongoing Wirral Waters regeneration, which lies within the Commercial Core. Major projects at Wirral Waters which have either commenced or are committed include the MEA Park waterside manufacturing campus and the Maritime Knowledge Hub project, and the Enterprise Zone is already attracting new maritime industry employers, such as the state of the art Stream Maritime Training facility.

Option 1A proposes over half of the Borough's growth to the Commercial Core. Therefore there should be opportunities to link up new development with existing employment centres, via public transport enhancements. Provision of homes in the periphery would also help tackle deprivation, should it help provide accommodation for such communities along with increased job diversification. An increase in housing accommodation could also help to

support students and young professionals looking to locate in this area. Overall **significant positive effects** are predicted.

Option 1B will bring forward the same level as growth as discussed in option 1A above, however, it is likely to be delivered over a longer period of time, in multiple phases (stepped approach). This is likely to reduce the number of dwellings released to the market on a yearly basis within the commercial core. Therefore, whilst significant positive effects are likely, these would be less likely in the short term.

Option 2A, and Option 2B (Heswall urban expansion) would deliver less within settlement area 2. Therefore, only **minor positive effects** are predicted.

#### **10.4 Settlement Area 3 – Suburban Birkenhead**

Option 1A involves limited additional growth to settlement area 3. In general, this area struggles to provide local job opportunities for skilled workers, who rely on the neighbouring settlement areas or Liverpool for work. Therefore, growth in this location would be likely to result in greater levels/distances of commuting.

Growth in the rural parts of Birkenhead would also do little to address regeneration, as the scale of development is low level. It would draw investment away from the more suitable locations for economic growth, such as the commercial core and Wirral waters. In this respect, the proposed approach is appropriate and positive. There are several housing sites identified that could help to provide accommodation in areas of deprivation. In particular SHLAA 1665 is located in an area of the 10% most deprived. A suitable development here could help to provide affordable housing as well as possibly supporting open space improvements on a derelict former school site. In this respect, **minor positive effects** are predicted with regards to the economy.

A range of small scale additional housing sites are identified as potentially being available, but there is greater uncertainty about deliverability. Should these sites come forward as well, it is still likely that the effects would remain minor positives as they are small scale and unlikely to bring substantial infrastructure improvements or boost investment.

Option 2A and Option 2B (Heswall urban expansion) would deliver more limited growth within settlement area 3, which is unlikely to have a notable effect on the economy. Therefore, there is greater uncertainty that **minor positive effects** will arise.

#### **10.5 Settlement Area 4 – Bromborough and Eastham**

The Wirral Employment Land and Premises Study Final Report (2017) states that the Bromborough and Eastham market area is characterised as having better quality sites than the rest of Wirral both in terms of the strength of market demand and the general sustainability of the sites themselves. This aligns with the stakeholder consultations and site assessments which suggested that in general, the highest quality premises were located in Bromborough and Eastham. The quality of sites in the market area is primarily driven by its market attractiveness, the demand for space in Wirral International Business Park, and its excellent transport connectivity. All three options involve substantial employment allocations in this location, and are likely to generate significant positive effects in terms of the creation of jobs and investment.

Option 1A does involve a small amount of growth in this settlement area, but this is not proportionate to the employment opportunities that would be created. Therefore, only **minor positive effects** are generated in this respect.

Option 2A could involve dispersed development on a weak performing Green Belt parcel at the periphery of this settlement area (parcel 4.13). This parcel would be likely to have good access to the strategic road network and would have good links with employment opportunities being created here and further afield (albeit by car). There is therefore the potential for minor to significant positive effects depending upon the scale of growth in this location involved for the dispersed approach. At the scale of growth involved, it is likely that only one parcel of land would be released under a dispersed approach in this location. Therefore, **minor positive effects** are predicted in this respect.

Option 2B has no effects in this location as additional growth is focused at an urban extension to Heswall.

## 10.6 Settlement Area 5 - Mid Wirral

The Mid-Wirral market area covers the settlements of Greasby, Moreton, Upton and Woodchurch, which is predominantly residential in character. The majority of the employment sites are located in Moreton, in the Tarran Industrial Estate, or the adjacent sites near to Burtons Biscuits and Typhoo Tea. The main industrial area in Upton is the Arrowe Brook Road Industrial Estate, which is separated into three separate parks – the Wirral Business Park, Arrowe Commercial Park and Champions Business Park. There are a variety of users on the Arrowe Brook Road Industrial Estate, from solicitors to large self-storage warehouses. The site is an important source of local employment in mid-Wirral and is readily accessible to the A-road Network and the M53 Motorway.

It is predicated there is some small-scale expansion predicted to come forward for some of the industrial sites within mid-Wirral. This is likely to bring forward some jobs for residents living within this settlement area (in areas of high deprivation), however due to the easy access to the road network, it is likely a large number of residents will also commute to other parts of Wirral for employment, mainly the commercial core and Bromborough and Eastham. Nevertheless, **minor positive effects** are likely due to employment land provision in areas of need.

Option 1A/1B proposes moderate levels of dispersed growth to the mid-Wirral settlement area, which could provide accommodation in close proximity to existing and proposed local job opportunities and with links to the commercial core via the A5139 and Bromborough and Eastham via the M53. This level of growth could support some infrastructure improvements and local spending. The larger scale sites to the north are within close proximity to Tarran Industrial Estate where the majority of the settlement areas potential expansion employment sites are located. Therefore, development is likely to support job growth in this location. Sites to the south of the settlement area are within close proximity to transport links leading to the commercial core where the majority of economic expansion will be located. Additionally, development of the small scale sites within the settlement area should help to support the economic hubs in the area. The scale of growth is relatively low though, and so overall, **minor positive effects** are predicted. To meet higher levels of growth under an urban intensification approach though, there could be a loss of certain employment land in the longer term. This is potentially a **minor negative effect** if sufficient space is not found to replace this (as required).

Option 2A (dispersed growth) would result in a higher level of growth to the surrounding area. It includes two weakly-performing green belt parcels adjacent to the Settlement Area (parcel refs 5.8 and 5.9) connecting additional greenfield sites to the built-up area, to the west. Parcel 3.4 to the south (not in the Council's Option 2A) is located close by to Arrowe Brook Road Industrial Estate, which is separated into three separate parks, however due to its limited expansion land, would be unable to accommodate a significant number of new employment opportunities. However, this site is directly linked to the main road network and would allow for easy accessibility via the car to the commercial core and other key employment sites across Wirral. In this respect, **minor positive effects** are likely. However, the locations for growth (for residual growth) are less well related to areas of deprivation when compared to Option 1A/1B.

The proposed sites to the West of the settlement area are not within close proximity to the main employment sites within the area, however there are a number of small local businesses dispersed throughout the settlement area and a number of sites have been identified and allocated for employment use in the future, but on a smaller scale than may be required to provide jobs to support this level of growth. It is likely that development in this location would lead to increased commuter distances/time to reach jobs within the economic hubs, such as the commercial core and Birkenhead. Transport links from this location are also not as strong as other locations in the settlement area, resulting in minor negative effects. Overall, it is likely that due to the moderate level of growth, employment expansion is possible within fairly accessible and close proximity to the housing growth. Additionally, the sites are on the whole fairly well located to the major economic hub of the borough. Therefore, overall minor positive effects could be predicted.

Options 2B (Heswall urban expansion) delivers no residual growth within settlement area 5, which is unlikely to have a notable effect on the economy. Therefore, **neutral effects** are predicted.

## 10.7 Settlement Area 6 – Hoylake and West Kirby

The main industrial estate in the area comprises Carr Lane Industrial Estate in Hoylake. The employment units on the estate are generally older, of lower value and occupied by local businesses. Although wider development opportunities are limited, the Industrial Estate nevertheless remains a 'Key Local Area' providing employment opportunities for Hoylake, Meols and West Kirby residents, with few environmental constraints and good local access (although in strategic terms the Estate remains peripheral).

Housing growth can have positive effects on the economy through the support for construction workers, by providing suitable homes for a growing workforce, and through increased spending in the local economy such as in local centres. However, as with Mid-Wirral, this market area is predominantly a residential area rather than an employment area.

A higher number of homes would also generate increased Council tax, which could subsequently be returned into the local economy through provision of services.

Option 1A proposes fairly small amounts of growth to settlement area 6. The largest housing development site is located within the built-up area which is likely to have minor benefits with regards to an increase in local spending within the town centre. It would also place workers in relatively accessible locations with regards to existing jobs within the service and retail sector. However, in general, the smaller towns and villages already struggle to provide local

job opportunities for skilled workers. Therefore, growth in these locations would be likely to result in greater levels / distances of commuting.

Conversely, increased housing in these areas could help to support an increase in spending which ought to be positive for local businesses in these areas and provide accommodation for the local workforce in these areas. **Minor positive effects** are therefore predicted.

Option 2A (dispersed growth) would result in slightly higher levels of growth to settlement area 6, through large residential sites at the south of West Kirby (parcel 6.15 is in the Council's Option 2A). This level of growth is likely to increase the magnitude of effects discussed above, but they would still not be significant in the context of growth across the borough. It would also place growth at a greater distance from centres and would concentrate development into sole locations. Therefore, only **minor positive effects** are predicted for this option too.

Option 2B (Heswall urban expansion) delivers no growth within settlement area 6, which is unlikely to have a notable effect on the economy.

## 10.8 Settlement Area 7 – Heswall

Heswall and the surrounding areas of west and mid-Wirral are predominantly residential areas rather than hosting employment land.

The 2012 ELPS considered that new allocations would be required (of which Wirral Waters could contribute), especially to serve Heswall and Hoylake.

In general, the smaller towns and villages already struggle to provide local job opportunities for skilled workers, such as Heswall. Therefore, growth in these locations would be likely to result in greater levels / distances of commuting. Growth in the rural areas would also do little to address regeneration, as most of these locations are affluent. It would also draw investment away from more suitable locations for economic growth such as Wirral Waters and the Commercial Core.

Growth would support accommodation for workers, though this location is not ideal in terms of access to jobs. In general, the smaller towns and villages already struggle to provide local job opportunities for skilled workers. Therefore, growth in these locations would be likely to result in greater levels / distances of commuting. Given that the growth in this settlement area is very limited for Option 1, these issues would be avoided. However, any benefits related to increased accommodation for local workers and increased spending would be limited too, and so **neutral effects** are predicted in this respect.

Option 2A (dispersed) would involve development on the urban periphery. The extent and exact location of sites has not been established. However, an increased amount of development in this location would contribute positive effects to local centres, as well as providing accommodation for local workers. If this draws growth away from areas of greatest need then it could be detrimental to the overall borough performance. However, for this settlement area, **minor positive effects** on economy are predicted.

Option 2B could involve a large urban extension to Heswall. This would have mixed effects. On one hand it would draw investment into this location, which would be positive for infrastructure, local spending and creation of some small scale employment development as part of a strategic extension. However, new homes in this location would not be best located with regards to where the majority of employment opportunities are being proposed. This

will result in longer commuting distances. This approach is also likely to do less to support regeneration in areas of greatest need (given that this part of Wirral is relatively affluent). Should development here be at the expense of development in the most deprived areas to the east of the Borough, then this could generate negative effects in that respect. For this settlement area though, **minor** to **significant positive effects** on economy would be anticipated.

## 10.9 Settlement Area 8 – Rural Areas

Option 1A / 1B propose minimal growth to the rural settlement area. However any growth that does some forward is likely to be in areas with minimal job opportunities and is likely to increase commuter distances and levels. Overall, **neutral effects** are predicted.

Though Green Belt parcels are located in the rural areas, the effects of this for options 2A and 2B are discussed above at each of the urban settlement areas.

## 10.10 Overall effects

There are common elements to each of the spatial options that are likely to generate positive effects with regards to the economy and employment.

Of particular note is that the majority of employment land is proposed along Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, **significant positive effects** are likely to be generated for each option with regards to economic growth, investment and employment.

However, each option performs differently in relation to impacts upon local centres across the borough, how housing is related to new and existing jobs, and how the options could help to address deprivation.

**Options 1A/1B** promote the most housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of new affordable homes and associated infrastructure improvements would be most likely to help address inequalities. Option 1 promotes most housing growth to the east of the borough and it is therefore accessible to job opportunities and public transport. Growth is managed in the more affluent areas to the west, which helps to support this regeneration-led approach. In this respect, Option 1A/1B are predicted to have **significant positive effects**.

One area where Option 1A/1B could generate negative effects though is a reliance on employment land to deliver housing growth on some sites. If suitable replacements are not provided, this could lead to **minor negative effects** in terms of employment land availability in certain areas. This is unlikely to be a major stumbling block though, especially if a hybrid option was established involving limited greenbelt release should a need arise.

**Options 2A, and 2B** are less positive with regards to tackling regeneration, but where they involve growth in the urban areas, minor positive effects are still likely to occur.

Residual growth is at the periphery of settlement areas, which is less accessible to jobs generally speaking. Furthermore, some growth would be drawn away from the east of the borough in the urban areas and would be placed in more affluent locations such as Heswall, Hoylake, West Kirby and Bromborough. Whilst this has some benefit in terms of local job provision and local spending it is less likely to address inequalities to the maximum.

Overall, the combination of benefits in terms of employment growth in the urban areas and peripheral locations, could potentially give rise to **significant positive effects**, but there is a greater element of uncertainty compared to options 1a and 1b in relation to regeneration efforts.

These Green Belt options would also be more likely to lead to increased commuting, which is considered a **minor negative effect** in terms of creating an efficient modern economy.

### **Summary Matrix: Economy and Employment**

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	+	+	?
2.Commercial Core	++	+	+
3.Suburban Birkenhead	+	+	?
4.Bromborough and Eastham	?	+	?
5.Mid-Wirral	+	?	0
6.Hoylake and West Kirkby	+	+	0
7.Heswall	0	+	++?
8. Rural	0	0	0
<b>Overall Effects</b>	<b>++</b>	<b>x</b>	<b>++?</b>

## **11. Housing**

### **11.1 Wirral Waters**

Wirral Waters has achieved outline planning permission therefore, it is presumed that all options will include the delivery of 4100 homes in this location.

The scale of growth is fairly significant, which ought to be most positive with regards to the contribution to deliverability and affordability. It is also likely this would lead to the creation of large new communities with the potential to support a mix of housing types. There would be a need for phasing, but the sites ought to be deliverable within the plan period.

Reliance on this opportunity to contribute a large element of housing needs could be perceived as a risk to achieving needs across the Borough. However, there is a commitment to growth in this location, and given that outline permission is granted, and detailed schemes are in the pipeline, this ought not to be problematic. Whilst the scale of growth in this location is high, the effects are predicted to be minor, as the principle of residential development in this location is already established, and is likely to occur anyway. However, re-confirming the importance of this area within the Local Plan will help to support growth in this area and the supporting infrastructure that is required.

This scale of growth is likely to result in increased densities, resulting in more apartment flat types of housing. This could be more favoured for a certain demographic of the population (i.e. Young professionals, those without children) and therefore might not be the most suitable type of housing for the whole population, due to the lack of garden. Providing that there is sufficient choice elsewhere though, this should not be a significant effect in relation to housing.

For all three options, a **minor positive effect** is predicted to reflect the benefits in this location.

## 11.2 Settlement Area 1 – Wallasey

Option 1A is likely to bring forward a moderate level of growth through urban sites (brownfield) within Wallasey. There is the chance that some of the sites may not come forward as planned due to potentially uncertain viability or land contamination issues. This could lead to delays in the delivery of the homes whilst these issues are remediated. Overall this could also result in additional costs with each site, reducing the ability to bring forward the minimum affordable housing percentage to make the site deliverable.

However, by bringing forward these sites it could lead to improvements in the public realm and make housing more attractive by developing environmentally poor areas within Wallasey. This could subsequently encourage a greater mix of householders within the community.

Wallasey is also within an accessible location to a large number of employment opportunities (Commercial Core and Wirral Waters) which in turn reduces the reliance on the private car and may encourage local transport usage, whilst also increasing the attractiveness of the area to live in.

The level of growth proposed for Options 1A is likely to result in **minor positive effects** within the area.

Option 1B is likely to bring forward the same level of development but at a slower rate, with limited growth within the first 5 years. Therefore, this would delay the predicted positive effects and the area may become less attractive to live without the inward investment that could potentially be generated by housing delivery. Therefore, **uncertain minor positive effects** could be predicted.

Option 2A and Option 2B (Heswall urban expansion) deliver no growth within settlement area 1. There is still committed development in the area and potential for windfall. Therefore, a lack of additional development is not predicted to be negative as such, rather **neutral effects** would occur.

## 11.3 Settlement Area 2 – Commercial Core

Option 1A and 1B involves the highest level of growth to the commercial core. Given that there is a demand for housing in the Commercial Core, meeting needs on the periphery is likely to have benefits for communities in these locations, and also those looking to maintain a connection to the City of Liverpool.

The likelihood of sites being brought forward in this area depends upon which are allocated. For example, brownfield sites in within the Commercial Core may not come forward as readily as greenfield sites on the edge of the settlement area. Where there is a reliance on sites with more uncertain deliverability, this could potentially raise question marks about whether housing targets would be achieved in full.

Nevertheless, options 1A and 1B which involve the greatest amount of growth in this area, are predicted to have **significant positive effects** (but with an element of uncertainty as discussed). Due to option 1B potentially having a slight lag in bringing forward growth within the first 5 years of the plan, these positive effects could be slightly reduced, although it may result in issues that arise with the brownfield sites could be dealt with in the early stages of the plan and increase the deliverability over time.

Option 2A and Option 2B (Heswall urban expansion) both deliver no residual growth within settlement area 2. There is still committed development in the area, close connections to Wirral Waters and potential for windfall. Therefore, a lack of additional development is not predicted to be negative as such, rather the potential for significant positive effects is less certain compared to options 1a and 1b.

#### **11.4 Settlement Area 3 – Suburban Birkenhead**

Option 1A / 1B propose moderate growth to settlement area 3. This will make a positive contribution to delivery and would help to tackle affordability issues in this area. The majority of the sites are brownfield though and issues could be raised about how deliverable all the sites are and whether they could accommodate the growth needed within this area (and the borough as a whole). Therefore, the positive effects could be less certain. Overall, **minor positive effects** are predicted, this could be increased if more sites are identified which would increase the flexibility and choice.

Option 2A and Option 2B (Heswall urban expansion) each deliver no residual growth on the edge of settlement area 3. There is still committed development in the area, potential for windfall and links to Wirral Waters. Therefore, a lack of additional development is not predicted to be negative as such, rather **neutral effects** would occur (a degree of urban regeneration could still occur too).

#### **11.5 Settlement Area 4 – Bromborough and Eastham**

Option 1A/1B would involve a small number of additional housing sites alongside notable committed developments. The additional sites are brownfield, so there could be some questions over deliverability in the shorter term. However, with their development, there would be improved choice in this settlement area, which is a **minor positive effect**.

Option 2A could involve development on the edge of this settlement area, with several submitted sites classified as weak performing parcels (of which only parcel 4.13 is part of the Council's final Option 2A). These sites are of a larger scale greenfield nature, which could lead to speedier delivery of housing. This is because the sites are less likely to result in delays (i.e. less potential for contamination / remediation issues). There could however be some ownership issues if a number of the sites were to be brought forward under one planning application where there are multiple land owners. With this being said, the release of greenbelt sites here would deliver a larger amount of development in this location that would help to meet affordability issues and in addition would have good access to employment opportunities. Therefore, **significant positive effects** are predicted.

Option 2B involves an urban extension at Heswall, so there would be no growth within or on the edge of settlement area 4. Therefore, **neutral effects** are predicted.

## **11.6 Settlement Area 5 - Mid Wirral**

There are several large-scale housing commitments in this settlement area. In addition, Options 1A / 1B propose several additional housing sites on brownfield sites. The housing sites are relatively close to employment centres; which could provide local jobs for a number of the new residents that move to the area. They will also be within close proximity to the main services provided in Moreton, followed by Greasby and Upton. There are some potential additional sites that could come forward, but it is uncertain whether or not they would be deliverable in the plan period. Nevertheless, **minor positive effects** are predicted as housing delivery in this location will help to provide choice and flexibility in this location.

Option 2A would involve development at the edges of this settlement area. These are smaller to medium green belt parcels. They are located to the east of Woodchurch (not in the Council's final Option 2A) and to the west of Moreton, with the potential to bring forward up to 400 dwellings in each location dependant on the residential remaining requirement that cannot be met through urban sites. The scale of the sites is likely to lead to positive effects due to the opportunities to deliver a range of dwelling types and sizes to meet the community's needs, also within close proximity to job opportunities both within the towns, but also within fairly close proximity via public transport to the commercial core and the city of Liverpool. The extent of effects is dependent upon the sites which are brought forward under a dispersed approach in this location, but could range from **minor positive effects** to significant positive effects.

Options 2B (Heswall urban expansion) proposes no residual growth to settlement area 5, therefore **neutral effects** are predicted with regards to housing.

## **11.7 Settlement Area 6 – Hoylake and West Kirby**

Options 1A / 1B propose a number of additional housing sites, mainly in the West Kirby urban area alongside existing commitments and completions. These are well related to the built-up area and should be attractive locations to live. The sites are brownfield, and can be delivered over a range of time frames. The scale of growth involved would lead to **minor positive effects**.

Option 2A proposes the highest level of growth to this settlement area, however most of the development would be focused around West Kirby and not Hoylake. The two weakly performing Green Belt parcels (only parcel 6.15 is included in the Council's Option 2A) lie on the southern edge of West Kirby and could potentially bring forward around 600 dwellings. This could potentially tackle some of the rural affordability issues. These locations are also attractive for market development. There ought to be a **significant positive effect** in terms of the provision of housing need in rural areas and supporting the viability of these communities.

Option 2B (Heswall urban expansion) proposes no residual growth to settlement area 6, therefore **neutral effects** are predicted on housing.

## **11.8 Settlement Area 7 – Heswall**

Option 1A / 1B involves limited additional development sites, but there are numerous committed brownfield sites, the majority of which have already commenced development.

Therefore, this option is predicted to have **neutral effects** in terms of generating additional housing choice and flexibility.

Option 2A would involve development on a range of weakly performing Green Belt parcels at the periphery of the urban area. Depending upon the location and extent of growth in this area, there is potential for positive effects to range from minor to significant. The sites are likely to be attractive to market, and it would be possible for several developments to come forward in tandem, which would potentially boost development in the short term. The services and infrastructure in Heswall may struggle to accommodate growth at this scale. However, new infrastructure could be brought forward to mitigate the impacts across the settlement area.

As the scale of the sites are fairly large, this would allow a range of dwelling types to come forward and they are likely to be in phases which would put less strain on the services and infrastructure at any one particular point in the plan period, allowing mitigation measures to be ironed out prior to the build out of all the dwellings. Taking into account what has been discussed above, **significant positive effects** could be predicted.

Option 2B would involve significant amounts of growth to Heswall through releasing a number of large-scale sites from the Greenbelt (as an urban extension). The location of these sites is on the land adjacent to the built-up area and therefore not in the most sustainable locations in order to reach services and are not very well connected via the current infrastructure. There is the potential for these sites to generate enough infrastructure through mitigation measures, however there may be a lag in bringing this forward.

In addition, there would be phasing requirements, so it is probable that the whole settlement would not come forward at the same time. Though **significant positive effects** could arise in terms of housing delivery, it is likely that these would only occur in the medium to longer term.

It is noted that Heswall has more limited employment opportunities in order to provide local jobs to accommodate this growth, which would result in increase in commuter time/distances in order for new residents to travel to work and additional services.

## 11.9 Settlement Area 8 – Rural Areas

Option 1A /1B are predicted to have minor benefits by supporting limited growth in the rural areas.

There is one proposed site in the rural area that is located outside of an existing settlement. This is a potential development in the Green Belt at Clatterbridge Hospital. There is some uncertainty about whether this site could come forward in the plan period though.

Therefore, uncertain **minor positive effects** are predicted.

In terms of the smaller villages such as Brimstage, Thornton Hough, and Raby, there are no proposed housing allocations.

There would therefore be a reliance on windfall development and existing commitments. This would not tackle rural affordability issues, and so **minor negative effects** are predicted in this respect.

Option 2A and Option 2B (Heswall urban expansion) do not propose growth in the rural areas (it should be noted that the effects of greenbelt site options have mostly been discussed as urban fringe sites in settlements 1-7). Whilst there would be greater levels of development on green belt sites for these options (which are closer to the rural area), there would still be no development in the smaller villages, and **so minor negative effects** are predicted like for option 1.

### 11.10 Housing: Overall effects

**Options 1A / 1B** propose enough additional housing sites to meet the locally assessed need of 12,000 dwellings over the plan period (i.e. 800 homes per year). There are additional sites identified also, which is a theoretical supply of approximately 14,800 dwellings (though these potentially have deliverability issues). In the event that all these sites come forward, a **significant positive effect** is likely to occur. This amount of development should however provide sufficient choice and flexibility. The distribution of development is also well correlated in terms of employment opportunities.

**Option 2A** is predicted to have **significant positive effects** in terms of housing delivery as it would also meet objectively assessed needs. However, if this was at the expense of growth in the urban areas, then the benefits of development for those in greatest need would be reduced somewhat. The issues would be more pronounced for **Option 2B**, as development would be concentrated more into a singular location (and thus the benefits of development would not be felt by a variety of communities). Therefore, there is uncertainty about the **significant positive effects** predicted for Option 2B.

All three options provide sufficient land to meet objectively assessed housing needs. There is also a degree of flexibility built into each option.

Should the objectively assessed housing need be achieved (for the Borough), this would lead to positive effects on housing. However, setting a target in line with the OAN does not necessarily mean it will be achieved if there are issues of deliverability and phasing. Therefore, at this scale of growth, the potential for significant positive effects could be reduced somewhat unless additional land is released to allow for flexibility.

The distribution of housing is also important to ensure that a wide range of communities benefit from growth, and that development occurs in appropriate, attractive locations. In this respect, Option 2B performs less well compared to Options 1A/1B and 2A.

## Summary Matrix: Housing

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	+	0	0
2.Commercial Core	++	++?	++?
3.Suburban Birkenhead	+	0	0
4.Bromborough and Eastham	+	+	0
5.Mid-Wirral	+	+	0
6.Hoylake and West Kirkby	+	+	0
7.Heswall	0	++?	++
8. Rural	+? ✗	+? ✗	+? ✗
<b>Overall Effects</b>	<b>++</b>	<b>++</b>	<b>++?</b>

## **12. Population and Communities**

### **12.1 Wirral Waters**

The distribution of housing and employment growth is important to ensure that a wide range of communities benefit from growth, and that development occurs in appropriate, attractive locations. Growth in this location should allow strong links to a range of community facilities, including green infrastructure which is likely to come forward as part of the wider master plan for Wirral Waters. The plans for growth in this location are at a fairly high density and a mix of uses, both night and day time. This may help to tackle crime and deprivation, by investing in the night time economy; leading to a more active street presence.

There are a number of sites able to accommodate growth around Wirral Waters, the majority of which have already obtained outline planning permission. Therefore, each option is predicted to bring forward the same numbers of dwellings in phases across the plan period.

Development of this scale is likely to lead to positive effects on the population and community by bringing where people live and work within a suitable location, whilst also enhancing the offering of services in this location. The amount of growth involved should help to support improvements to transport infrastructure and promote walkable communities.

Increasing densities and developing new communities in areas of dereliction should also help to create a stronger sense of pride in these places. However, it is vital that this does not lead to gentrification, otherwise negative effects could occur in terms of deprivation.

Access to green infrastructure in this location may not be ideal given the urban nature of the surrounding areas. It will therefore be important to deliver enhancements to green and blue infrastructure and make links to existing areas.

### **12.2 Settlement Area 1 – Wallasey**

Option 1A proposes dispersed growth across one of the most deprived areas in Wirral. As discussed in the health section, this growth level is likely to have modest effects, which will be similar for the population and community (in terms of tackling social isolation and supporting access to community infrastructure).

As discussed in the housing section, bringing forward and intensifying urban growth should lead to improvements in the public realm, making the area more attractive by developing more isolated parts of Wallasey. This can help to reduce fear of crime amongst other community benefits. Only **minor positive effects** are predicted given the relatively small amount of additional growth involved, and the small scale nature of sites (meaning the provision of public open space and community facilities is unlikely to be significant).

Option 1B is likely to bring forward the same level of development but at a slower rate, with limited growth within the first 5 years. Therefore, this would delay positive effects and the area may become less attractive to live short term without any inward investment that could potentially be generated by housing delivery.

Option 2A and Option 2B (Heswall urban expansion) deliver no residual growth within settlement area 1. However, it would be expected that the deliverable sites would still come

forward, which is an **uncertain minor positive effect** (given that this is likely to occur to a degree anyway).

### **12.3 Settlement Area 2 – Commercial Core**

The effects in this settlement area are likely to be similar to the effects discussed within the Wirral Waters section (given the overlap).

Option 1A and B propose the highest level of growth to this area, with intensified housing growth on a range of brownfield sites.

Development of this scale could lead to **significant positive effects** on the population and community by bringing where people live and work within a suitable location, whilst also enhancing the offering of services in this location. The amount of growth is likely to lead to improvements to the transport infrastructure and public realm overall; making the places feel safer to those who live and work here. Increasing densities should also help to create a sense of community, in an area that is currently under-developed / derelict in places.

Building places with a strong identity that promote social inclusion will be partly reliant upon the design and layout of developments and how they link to existing communities and services. Therefore, there is an element of uncertainty involved. It will be important to ensure that gentrification does not occur, as this could polarise communities. This is a potential **negative effect** that should be raised at this stage so that a proactive approach can be taken.

Option 2A and Option 2B (Heswall urban expansion) deliver no further residual growth within settlement area 2. However, it would be expected that the deliverable sites would still come forward, which is a **minor positive effect** (given that this is likely to occur to a degree anyway).

### **12.4 Settlement Area 3 – Suburban Birkenhead**

Option 1A and 1B involves a small amount of development, though there are 'potential extra housing sites' that would provide a greater range of sites should these be found to be deliverable.

The scale of growth involved is unlikely to generate notable effects with regards to overall levels of crime and community safety. However, there are particular sites where the quality of the environment could be improved.

No community facilities are likely to be lost as a result of proposed development, but the small scale of growth also means that enhancements are not likely to be significant. There could be some minor positive effects as a result of affordable homes being provided in areas of deprivation, and also through small contributions towards public realm improvement.

Overall, **uncertain minor positive effects** could be predicted.

Option 2A and Option 2B (Heswall urban expansion) deliver no residual growth within settlement area 3, with a presumption that development on some sites would be less likely to occur. Therefore, **neutral effects** are predicted in terms of communities.

## **12.5 Settlement Area 4 – Bromborough and Eastham**

Option 1A and 1B propose brownfield development within this settlement area. The sites involved include areas that are derelict / in a poor condition. Re-development here could help to improve community safety and the quality of the environment in areas suffering higher levels of deprivation, which is a **minor positive effect**.

The proposed sites are unlikely to have negative effects upon community facilities, but the potential for on-site improvements are also minimal given the scale and nature of sites. Development contributions could go towards wider improvements throughout this settlement area though, which contains areas of high deprivation.

Option 2A involves residual growth on Green Belt parcel that is adjacent to areas of higher deprivation. This could possibly help to address affordable housing issues in such areas, as well as securing improved facilities and green infrastructure improvements. This could have **minor positive effects** with regards to community development.

## **12.6 Settlement Area 5 - Mid Wirral**

Option 1A and 1B propose several sites within the Mid Wirral settlement area. These sites are of small-medium scale and do not involve the loss of community facilities. The sites are of a brownfield nature and so redevelopment could have some benefits with regards to community safety perceptions and also the provision of affordable housing in areas of deprivation (i.e. Moreton). It is uncertain whether development would lead to the provision of new community facilities, but this is considered unlikely given the scale of growth. Overall an uncertain minor positive effect is predicted.

Option 2A involves residual growth on a Green Belt parcel of land. This is in areas of relatively low deprivation, and the loss of open space is not beneficial from a community development perspective. Therefore, an uncertain minor negative effect is predicted alongside the **minor positive effects** that might arise due to urban redevelopment.

Option 2B (Heswall urban expansion) will not affect Mid Wirral as there are no further site allocations proposed in this Settlement Area. Though some urban regeneration would still occur, it could be at a lower level and so potential benefits are less certain. Therefore, uncertain minor positive effects are predicted.

## **12.7 Settlement Area 6 – Hoylake and West Kirby**

A relatively modest amount of growth is proposed in the urban area for Options 1A and 1B, with this all being at West Kirby. Most of this is in areas of low deprivation. Therefore, there are question marks over the extent to which new housing will close the deprivation gap. In terms of community uses, one of the proposed sites is green space, and its loss could be perceived negatively. Therefore, **minor negative effects** could be predicted. The effects on community safety are predicted to be **neutral**.

Option 2A would involve residual growth on a parcel of Green Belt land. This has no formal community use, and so apart from amenity issues would be unlikely to have an effect upon community development. The development falls within an area of low deprivation and so positive effects in terms of improving deprived communities are unlikely. **Neutral effects** are

predicted overall in this respect. Should new development include enhancements to or new open space / community facilities, this could be a **minor positive effect**.

Option 2B (Heswall urban expansion) proposes no residual growth to settlement area 6, therefore **neutral effects** are predicted in this respect.

Should urban sites still come ahead which involve green space, the potential for **minor negative effects** still exists for options 2A and 2B.

## 12.8 Settlement Area 7 – Heswall

In Heswall, there is one GP service located next to Telegraph Rd (A50). There are natural and semi natural green spaces in Heswall including the Heswall Dales LNR, the Whitfield Common, Poll Hill, Heswall Beacons, golf courses and outdoor sport facilities.

Option 1A / 1B propose a limited amount of growth in the urban built up boundary of Heswall. As discussed in the housing section this is unlikely to lead to positive effects due to the lack of opportunities to deliver community infrastructure and additional health and leisure facilities which won't help the 20-40% deprivation rate. Therefore, **neutral effects** are predicted.

Option 2A involves the release of several parcels of Green Belt land. These are mostly within areas of low deprivation, and so direct effects on areas of need are unlikely. There will be a loss of open space, but this is not used formally for recreation with the exception of one parcel that is intersected by a public right of way and semi natural greenspace. There could be some enhancement to community facilities with development of a more strategic scale, but each individual development is unlikely to support new community centres. Therefore, the effects are likely to be **neutral** or possibly a **minor positive**, but there is uncertainty.

Option 2B proposes a large urban extension to Heswall. The areas involved fall within lower levels of multiple deprivation and so direct effects on areas of need are unlikely. Growth at this scale is likely to require mitigation for health and leisure services in Heswall, along with additional outdoor playing / green spaces, which could be incorporated within a master-planned development. There is the potential this could enhance the current offering for the community, resulting in positive effects. This is positive for new communities and ought to create a sense of identity for new neighbourhoods. However, it is unlikely to do much in terms of addressing deprivation. Therefore, **minor positive effects** are predicted.

## 12.9 Settlement Area 8 – Rural Areas

Options 1A / 1B identify a large site of green belt near the Clatterbridge Hospital. There are deliverability issues, so whether this comes forward is uncertain. Nevertheless, this is unlikely to have a notable effect upon existing communities in terms of community development or safety. **Neutral effects** are predicted.

Though Green Belt parcels are located in the rural areas, the effects of this for options 2A and 2B are discussed above at each of the urban settlement areas.

## 12.10 Overall effects

Of particular note is that the majority of employment land is proposed along Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, **significant positive effects** are likely to be generated for each option with regards to population and the community.

However, each option performs differently in relation to impacts upon local centres/ settlement areas across the borough, how the growth areas are related to new and existing jobs, health and leisure facilities, green infrastructure links and how the options could help to address overall deprivation.

**Option 1A / 1B** promotes a lot of housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of associated infrastructure improvements would be most likely to help address inequalities, improving access to new / improved health and leisure opportunities and increasing the housing options for a greater proportion of the population. Option 1A / 1B promotes most housing growth the east of the borough and it is therefore accessible to job opportunities and public transport. Growth is managed in the more affluent areas to the west, which helps to support this regeneration-led approach.

There are a number of vacant and poor quality sites involved for Option 1A / 1B, several of which are in areas of high multiple deprivation. Redevelopment ought to help improve the public realm and could help to improve perceptions of community safety.

Most of the proposed sites are brownfield in nature, and the surrounding areas are urbanised. It will be important to ensure that access to open space and green infrastructure is considered for Option 1A / 1B given that there are no immediate links to green infrastructure networks in the countryside.

Taking the above factors into account, Option 1A / 1B is predicted to have **significant positive effects**. However, it should be noted that **potential minor negative effects** could arise if development occurs on urban greenfield land or is not inclusive.

**Options 2A and 2B** are less positive with regards to tackling regeneration across the whole borough, as residual growth mainly focuses on the more affluent areas in the borough. Development would be at the periphery of settlement areas, which is less favourable for the population as this is less accessible to jobs, leisure and health facilities generally speaking.

However, there would still be an element of urban regeneration for each of these two options (before Green Belt release) and therefore, uncertain **significant positive effects** are predicted in terms of addressing inequalities.

The strategic nature of developments ought to allow for improvements to be made with regards to social infrastructure. For Option 2A, **minor positive effects** would be generated at several locations across the borough.

For Option 2B, the scale of growth associated with an urban extension would likely support new open space, education and health facilities, which would be beneficial for new

communities. The location of the new settlements would also be likely to support good access to green infrastructure and open space. These are **significant positive effects** for new communities, but the benefits in other parts of the borough would be limited.

These two options would also be more likely to lead to increased commuting for work and distance travelled for local services, which is considered a **minor negative effect** in terms of (not) creating rounded communities/services centres which provide the right offering to improve people's quality of life.

### Summary Matrix: Population and Community

	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	+	?	?
2.Commercial Core	++ ✗?	+	+
3.Suburban Birkenhead	?	0	0
4.Bromborough and Eastham	+	+	?
5.Mid-Wirral	?	? ✗?	?
6.Hoylake and West Kirkby	✗?	? ✗?	✗?
7.Heswall	0	?	+
8. Rural	0	0	0
<b>Overall Effects</b>	<b>++</b>	<b>✗?</b>	<b>++?</b>

## **13. Transport**

In general, most of the urban areas in Wirral are covered by some form of transport linkage whether it be cycle routes, roads or rail. The Merseyrail line between Birkenhead and Chester runs along the eastern side of the Wirral, and is close to where more developments are being proposed in these existing urban areas. More development will harness the need for better transport linkages. It is best to place development in areas already serviced by transport infrastructure, to avoid transport upgrade costs in areas where they currently don't exist.

### **13.1 Wirral Waters**

Wirral Waters possesses a wide range of local facilities and services, including good public transport links. Access to jobs would also be good given the future opportunities in Wirral Waters itself and links to Birkenhead and Liverpool, via public transport and road. Development in the urban area would therefore have excellent accessibility. The scale of some sites at Wirral Waters could also be more likely to support on-site facilities that could benefit new and existing communities.

In the absence of strategic infrastructure improvements this could lead to negative effects with regards to congestion. However, should development be of a scale that supports junction management, and expanded public transport networks, traffic could potentially be directed away from the centre of Wirral Waters.

On balance, positive effects could be generated, but this carries a degree of uncertainty. A **minor negative effect** is predicted to reflect the potential for increased traffic on local roads (though this is also uncertain / dependent upon whether road and bus networks can be enhanced in advance of any development in this area).

### **13.2 Settlement Area 1 – Wallasey**

If development is located in the urban area, accessibility ought to be relatively good, as there is a range of services and jobs available in Wallasey and also nearby at Wirral Waters, Birkenhead and Liverpool. There could be some increased pressure on local services and road networks, but this should be possible to mitigate given the low scale of growth involved. Should development be at the urban fringes, accessibility would be slightly poorer, and may not create the critical mass for new services.

Option 1A and 1B both involve a fairly low level of housing development, and so the effects in terms of transport are predicted to be **neutral**.

Option 2A and Option 2B (Heswall urban expansion) would involve no growth within or at the periphery of this settlement area and so implications are also likely to be neutral. Having said this, development in areas that promote car usage along routes such as the A49 could draw some increased traffic through the southern edges of Wallasey. Overall, **neutral effects** are predicted.

### **13.3 Settlement Area 2 – Commercial Core**

Option 1A and 1B involve substantial growth in this location, and this is likely to generate increased traffic during both construction and once sites are delivered.

However, the type of development involved and the good accessibility in this location should encourage public transport usage, walking and cycling. This should offset potential increases in traffic and encourage modal shift. Focusing development in the urban areas will also help to reduce the length of trips from outer settlements. Overall, this constitutes mixed effects with **minor negative effects** due to traffic congestion, but potentially **significant positive effects** due to improved accessibility for new developments.

For Option 2A and Option 2B (Heswall urban expansion) there is no residual growth planned in the Commercial Core. Under such an approach, the level of growth in this area would likely to be decreased, as there is an assumption that some sites would not be deliverable given the need for Green Belt release. This would reduce some pressure on the local road networks that increased housing can bring. In this respect, the effects on local roads are likely to be less. Depending on the location of green belt development though, this approach could draw more traffic into the commercial core from farther afield along strategic routes. This is still a **minor negative effect**. Some minor benefits from urban growth would be assumed to occur still for these options as only 2500 dwellings would be offset through Green Belt Growth.

#### **13.4 Settlement Area 3 – Suburban Birkenhead**

These areas have broadly good access to services and facilities. There are several GPs, multiple primary schools in the area and three secondary schools. Public transport access is reasonable, with links to the Commercial Core and Liverpool City itself helping to reduce the distance needed to access jobs and a wide range of cultural and recreational facilities.

The scale of growth involved for Options 1A/1B is unlikely to generate notable effects with regards to traffic in this settlement area. However, growth at the Commercial Core could attract more people to access jobs and services. Given the relatively close proximity, this is more likely to be by sustainable modes though.

New and existing residents should still benefit from good accessibility; with potential improvements being achieved through development contributions. Consequently, a **minor positive effect** is predicted in this respect.

Option 2A and Option 2B (Heswall urban expansion) each deliver no residual growth within settlement area 3. Though a smaller scale of development would be anticipated in this area, it still is likely to have good accessibility, which is a **minor positive**.

However, whilst pressure on local roads would be limited, there could still be trips along strategic routes towards job opportunities and the City from more distant Green Belt developments (more so for 2A and 2B). Therefore, potential **minor negative effects** are predicted as well.

#### **13.5 Settlement Area 4 – Bromborough and Eastham**

For Option 1A and 1B there are only a few development sites proposed for housing within this Settlement Area. The effects upon the transport network are therefore likely to be limited, whilst the location of development should allow for access to public transport. As a result **neutral effects** are predicted for this settlement area. It is probable that there will be increased commuting from areas to the north of this settlement area as this is where a large

amount of development is proposed (i.e. from the commercial core). This could put some pressure on strategic road networks accessing employment at Port Sunlight for example. However, the effects are not anticipated to be significant given the existing infrastructure available.

For Option 2A, there is one weakly performing green belt parcel (4.13) included in the Council's Option 2A, although other weakly performing parcels are identified next to the Settlement Area which would have a cumulative negative effect on Bromborough and Eastham if developed to support an even higher level of residual housing needs. An increase in housing at the identified Green Belt parcel is likely to lead to some increased car trips locally, especially as it is located adjacent to a number of key roads. This is a **minor negative effect**.

Option 2B concentrates development in one location to the West of Heswall (Single Urban Extension). This is unlikely to generate significant effects for this settlement area.

#### **Settlement Area 5 - Mid Wirral**

Option 1A and 1B propose a relatively small amount of growth within Mid Wirral, which is unlikely to create significant amounts of traffic. The new homes are likely to have good access to services and facilities too, therefore **neutral effects** are predicted.

Option 2A would result in a higher level of growth, with the focus of the development being in locations on the edge of the settlement area. At this level of growth, there would be increased pressure on existing services and facilities plus increased traffic, as the peripheral locations are more likely to encourage car usage. An uncertain **minor negative effect** is predicted in this respect. However, higher levels of development contributions could also better help to support new facilities for new and existing communities, so the residual effects could be different.

Option 2B (Heswall urban expansion) will not affect Mid Wirral as there are no further sites proposed in this Settlement Area, resulting in **neutral effects**.

#### **13.6 Settlement Area 6 – Hoylake and West Kirby**

The amount of development involved for Options 1A / 1B is unlikely to create a critical mass to support new facilities. Access to services is therefore likely to remain the same.

Though a relatively small amount of growth is proposed for this settlement area, it is more likely to place development in locations that require the use of a car to access certain services and jobs (and promote longer commuting distances). The growth involved for Options 1A/1B is fairly low, and so pressure on roads and the amount of new development with accessibility issues is not likely to raise significant concerns. Therefore, the effects are **neutral** or **minor negative** at worst.

Option 2A is likely to bring forward medium-large scale development sites on the edge of West Kirby. As discussed above, development in this location is likely to put additional pressure on road networks and existing services and increases the possibility that more trips via the private car would be generated by people travelling to the main employment centre and to access certain services. Overall, **minor negative effects** are predicted.

Option 2B (Heswall urban expansion) will not affect this settlement area as there are no further residual sites, resulting in **neutral effects**. Some urban regeneration would be expected, but at a level in keeping with the baseline position.

### 13.7 Settlement Area 7 – Heswall

There is one train station located on the southern edge of Heswall, providing a fairly weak connection to the commercial core and Wirral Waters. Additionally, there is a fairly weak road network that connects Heswall to employment hubs. Development in this location of a certain scale is likely to put strain on the current transport infrastructure whilst also increase the amount of commuter time and distances travelled.

Option 1A and 1B distribute a very small amount of dispersed growth to Heswall. Therefore, **neutral effects** are predicted due to this low magnitude.

Option 2A involves higher levels of growth in urban periphery locations. There is therefore a likelihood that car usage will increase and road traffic will be affected negatively. Though there is a train station to the south of the settlement, services are relatively infrequent, and it is not accessible on foot to most of the proposed Green Belt parcels. It is likely that increased commuter distances will be involved for new homes in these locations. Together, these issues represent **minor negative effects**.

Option 2B involves a single urban extension to Heswall. The scale of growth would be such that local transport networks would likely be affected negatively by increased car trips. However, this should be offset somewhat by the potential to develop a well-planned walkable neighbourhood. The scale of growth may also help to support improvements to road, cycle and walking networks. Therefore, only **minor negative effects** are predicted.

### 13.8 Settlement Area 8 – Rural Areas

The rural areas currently have poor or no access to services and facilities. Therefore, unless the development sites generate the critical mass to support new schools and health facilities, these communities will need to travel to access basic services. Access to cultural and community facilities in these locations would also be dependent upon developer contributions.

Given that Options 1A/1B do not propose growth in the rural villages, the situation is unlikely to change. On one hand this is positive as it ensures new development is located in the more accessible locations. However, any opportunities to improve accessibility would not be realised. Overall, **neutral effects** are predicted.

Though Green Belt parcels are located in the rural areas, the effects of this for options 2A and 2B are discussed above at each of the urban settlement areas.

### 13.9 Overall effects

**Options 1A and 1B** propose higher density development in existing urban areas, mainly focusing on Wirral Waters, Commercial Core and other locations to the east of the Borough. Wirral Waters is planned to include a wide range of local facilities and services, including further enhancements to the already good public transport links. Access to jobs would also be good given the future opportunities in Wirral Waters itself and links to Birkenhead and

Liverpool, via public transport and road. Development in the urban area would therefore have excellent accessibility. The scale of some sites at Wirral Waters could also be more likely to support on-site facilities that could benefit new and existing communities.

In the absence of strategic infrastructure improvements this could lead to negative effects with regards to congestion in areas that already suffer. However, the factors discussed above will help to mitigate such effects.

More limited growth is proposed in settlement areas to the middle and west of the borough. These settlement areas exhibit poorer accessibility in terms of access to services and jobs (especially by rail), and in turn increase travel trips by car for a large proportion of the population. Given that growth is limited in these areas, congestion problems are unlikely to be worsened notably here. There are public transport links and local services that will help to promote sustainable travel, but it is likely that a reliance on car travel will remain, which are **neutral effects**.

On balance, **significant positive effects** could be generated as the majority of new development will have excellent accessibility and is well linked to existing and planned employment growth and existing infrastructure. This ought to promote sustainable travel and ensure that growth can be supported.

However, it will be important to ensure that intensified growth in the urban areas to the east of the Borough does not lead to congestion problems. A **minor negative effect** is predicted to reflect the potential for increased traffic on local roads (though this is also uncertain / dependent upon whether road and bus networks can be enhanced in advance of any development in this area).

**Option 2A and 2B** are proposing substantial focused development at the periphery of urban areas (in addition to urban regeneration). This could have a negative effect on transport as existing transport linkage infrastructure may reach capacity and there could be requirements for infrastructure upgrades in locations that are not currently well connected to the transport network. Furthermore, these locations are generally less well related to public transport and services, and more likely to encourage car use. Consequently, these approaches are less likely to support a shift from car dominance. Both options would draw some local traffic away from urban areas as growth would be less in those areas. However, given that employment opportunities are within the urban areas, car travel from peripheral locations might occur anyway.

**Option 2A** may have a negative effect on existing transport infrastructure at a number of the Settlement Areas as they will be affected by increases in development, but not necessarily at a high enough scale to fund strategic transport infrastructure or on site improvements to social infrastructure provision such as new schools and health facilities. However, the effects in terms of congestion are less likely to be significant, as development (and thus car trips) would be dispersed. However, the overall picture in terms of car usage would likely be the worst of all three options. The good access afforded by Option 1 would be less extensive, whilst the strategic opportunities for enhancement associated with large urban extensions would also be less likely. Overall, mixed effects are predicted, **minor negative effects** reflecting the likelihood that residual dispersed growth could lead to increased car trips. **Significant positive effects** are predicted, as a large proportion of new development would still be afforded excellent accessibility, however, there is a greater degree of uncertainty. Whilst minor negative effects in terms of congestion could still occur in the

urban area, these would be of a lesser extent compared to option 1, but are still **minor negative effects**.

**Option 2B** will involve the largest focus of growth into a new urban extension. This could create localised pressures on the road network, but the scale of growth ought to allow for improvements to be secured. There should also be associated services supporting such extensions and so it should be possible to achieve walkable developments. With regards to employment opportunities though, the links are less positive. An extension to the east of Heswall would likely result in car dominated commuting patterns, putting pressure on local road networks. If development in this location draws development away from the urban areas near to the Commercial Core, it may also mean that investment in transport improvements measures in those areas is diminished slightly. With this in mind, **minor negative effects** are predicted overall. Whilst this approach could lead to notable effects in certain locations in terms of traffic, the potential for strategic enhancements offset this to an extent. **Significant positive effects** are still predicted alongside, as a large proportion of new development would still be afforded excellent accessibility and should support modal shift, but this is to a lesser extent compared to option 1a/1b.

### Summary Matrix: Transport

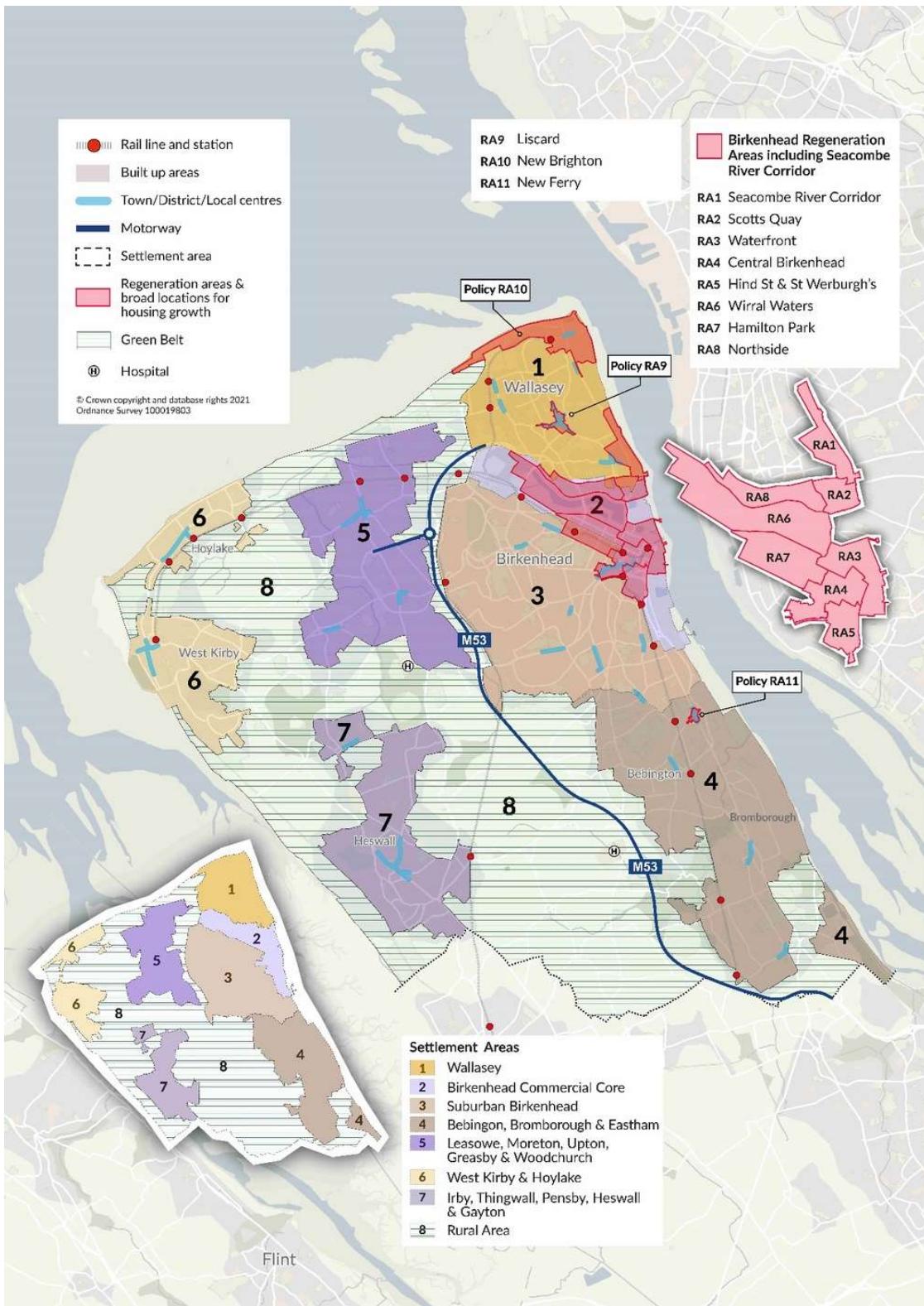
	Option 1a/1b	Option 2a	Option 2b
1.Wallasey	0	0	0
2.Commercial Core	++? x	+ x?	+ x?
3.Suburban Birkenhead	+ x?	+ x?	+ x?
4.Bromborough and Eastham	0	x	0
5.Mid-Wirral	0	x?	0
6.Hoylake and West Kirkby	x?	x	0
7.Heswall	0	x	x
8. Rural	0	0	0
<b>Overall Effects</b>	<b>++</b>	<b>x</b>	<b>++?</b>

## **APPENDIX C: SPATIAL OPTIONS APPRAISAL (PRE-SUBMISSION)**

**Option A: The proposed approach:** This approach is a modified version of Option 1a, Urban Intensification. The main difference is the addition of broad locations for regeneration, which bring the total supply to approximately 17,000 dwellings.

The Broad Locations for Regeneration are illustrated on the map below (replicated from the Issues and Options Consultation Document).

**Option B: Limited Green Belt release:** This approach recognises the potential for some of the broad locations for regeneration not coming forward as anticipated. In respect of urban intensification and housing allocations, the strategy remains the same as the Council is confident that these sites are deliverable.



## Air Quality

### Urban intensification

Both options will involve growth in the urban areas within the Borough, with most new residential development identified in the Commercial Core. Development in this location will have very good access to employment opportunities, which would reduce the need to travel to access such opportunities. There are also good public transport links which could mean that additional growth is able to access employment opportunities and other services further afield such as in Liverpool and at Port Sunlight / Bromborough. It is still likely that car trips will be generated though, and this could involve traffic along routes that have been highlighted as being of concern in terms of nitrogen dioxide emissions (for example along the New Ferry Bypass), and the A552. However, the length and number of trips that would need to be made under this option ought to be reduced by virtue of the good connections to services that are available in proposed development locations.

Additional residential sites are located in Mid-Wirral and at West Kirby in particular. These areas are less well-located and may lead to an increase in car trips. However, there are local services and some local job opportunities that could help to limit car travel.

Overall, urban focused development should ensure that growth does not lead to notable increases in emissions from traffic in most locations. Though there is substantial growth proposed in areas that experience poorer levels of air quality, there is a good connection between employment and housing opportunities and this should help to promote sustainable modes of travel. Overall, **minor positive effects** are predicted in this respect as air quality ought to improve in the main.

However, some locations could experience **minor negative effects** as growth will be drawn to proposed employment locations, which are mostly concentrated in the built-up areas of Birkenhead that are more vulnerable to poor air quality.

### Regeneration Areas

Further growth in the urban areas at the regeneration areas would not lead to any growth in areas that suffer from poor air quality as such. However, it could add to the increased trips from regeneration areas along routes that are currently hotspots for poorer air quality (i.e. Port Sunlight and the A552 as discussed above). The presence of good public transport links, and an even greater focus on regeneration in Birkenhead should mitigate these effects to an extent though; by providing good access to Liverpool and supporting enhanced local facilities in Birkenhead. The additional growth is not considered likely to lead to significant negative effects in terms of air quality, but minor negative effects are recorded at least in the short term.

### Green Belt Release

Growth in the Green Belt would likely involve locations that are less well related to employment opportunities, and are likely to be reliant on car trips.

This could increase emissions along routes toward key employment and retail areas, but the implications are unlikely to be significant given the dispersed nature of growth. The exact nature of effects would depend upon the sites involved, and so there is an element of uncertainty. Nevertheless, **minor negative effects** are predicted.

## **Summary**

### Option A

This approach involves mixed effects. On one hand, **minor positive effects** are likely due to improved access to public transport, and local access to services, leisure and jobs. However, growth in the urban areas could draw increased traffic along routes towards employment opportunities. The additional growth involved at the regeneration areas compounds this issue. However, it is likely that the majority of growth encourage modal shift. Therefore, only **minor negative effects** are predicted overall.

### Option B

As described above, this option will involve mixed effects in the urban areas. However, the additional growth would be located in the Green Belt. This would likely draw more cars into the urban areas and in employment locations, as well as encouraging growth along strategic transport routes. Whilst no growth would likely occur on areas suffering from poor air quality, the increased traffic could still contribute towards poorer quality in the urban areas. The effects are not predicted to be significant though. Nevertheless, **minor negative effects** are still predicted overall.

## Biodiversity

### Urban Intensification

Both options promote urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral. The locations that option 1A focuses on are a mix of urban and waterside locations that fall within the impact zones for the River Mersey SSSI, SPA and SAC, along with sites in the Liverpool Bay impact zones. The majority of sites are brownfield, most of which are thought to have limited value, but others that may be rich in species and natural habitats where natural regeneration has occurred. It is anticipated that permanent effects on biodiversity should be avoidable, but it will be important to manage disturbance and pollution that could affect waterside environments in particular. This leaves a question mark over the potential for **negative effects**.

In terms of functionally-linked land, the HRA concludes that the urban housing sites are likely to offer limited value, and so **neutral effects** in this respect are predicted.

The majority of the remaining housing sites are small – medium in scale and dispersed throughout the borough, which is likely to minimise the opportunities to enhance and connect the green infrastructure network through onsite improvements alone. In this respect, only **minor positive effects** are predicted and are likely to occur in the longer term.

Larger site options may be able to deliver some strategic green infrastructure improvements, which can help with wildlife and biodiversity enhancement. This could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters.

### Greenbelt release

There are locations in the Green Belt that are sensitive with regards to providing functionally linked land to the SPA/SAC. Should these be lost, then **significant negative effects** would occur. It may be possible to provide compensatory habitat, but this would likely be expensive and the mitigation hierarchy supports avoidance of existing important habitats as a priority. Whilst the majority of site options in the Green Belt would be unlikely to directly affect designated sites, several locations involve trees and hedgerows and other locally important features. These could be affected by development, but there is a presumption that larger strategic sites should be able to avoid significant effects and provide net gain on site. Overall, growth in the Green Belt presents the potential for more negative effects compared to the urban areas, but there is uncertainty as the named sites are not specified. There would also be potential for enhancement, either on site, or offsite.

### Regeneration areas

Wider development in the regeneration areas could bring some minor negative effects on biodiversity through increased (cumulative) disturbance of water environments. However, the majority of development opportunities throughout this area will be brownfield land and buildings that are likely to have limited ecological value. In this respect, it ought to be possible to avoid significant effects on habitats.

The high density approach to development could make it difficult to secure significant areas/quantities of new habitat as such, but with a proactive approach to design, it is possible that biodiversity features could be implemented such as green walls, green and brown roofs, urban gardens and tree planting. Given that many areas will have a low ecological baseline, it is possible that biodiversity net gain could be achieved throughout the urban area.

## **Summary**

### Option A

Due to the high amount of growth in the urban areas, this approach could put cumulative pressure on water-based environments, particularly around the Birkenhead Docks and the River Mersey. This could be from construction activities, increased recreation and disturbance. However, much of the development locations are brownfield and contain derelict buildings and vacant land. The ecological value of the sites themselves are therefore likely to be relatively low, and so only **minor negative effects** are predicted overall in the short term. With a proactive approach to biodiversity in new development, a net gain in biodiversity could be achieved across the urban areas in the longer term, which is a **minor positive effect**.

### Option B

The effects in the urban area are likely to be similar to those discussed above for Option A, but the magnitude of effects around the Birkenhead areas would be lower. Nevertheless, both **minor positive** and **minor negative effects** are predicted.

Additional growth in the Green Belt could potentially lead to **significant negative effects** due to a loss of functionally linked land. However, there is uncertainty involved, as it would depend on the sites affected and any mitigation and enhancement. Broadly speaking, the Green Belt sites are of a greater sensitivity compared to those in the regeneration areas, so Option B is less favourable in this respect compared to Option A.

Both options would also present potential **significant negative effects** associated with employment growth along the Mersey Estuary coastline.

## Climate Change Adaptation

Both options involve dispersed growth in the urban areas on mostly brownfield land. In this respect, new development is unlikely to substantially alter drainage patterns, as it will not result in wholesale changes in the amount of hardstanding. The majority of sites identified for residential development are within flood zone 1, and so neutral effects are predicted in the main. However, some important sites fall within flood zones 2 and 3 and/or are affected by surface water flooding:

SHLAA 2068 in Moreton is proposed for housing, and is entirely within flood zone 2 and 3. There is also associated employment uses in this location, but this may be an appropriate use.

SHLAA 0752 overlaps with significant areas of flood zone 2 and 3.

Site 4078 is heavily affected by surface water flooding.

These sites will place development in areas at risk of flooding, and therefore significant negative effects are possible in these locations. Mitigation measures would clearly need to be secured to ensure that development is appropriate, and emerging policies in the Plan look to address such matters.

Overall, **minor negative effects** are predicted with regards to flooding. The majority of new development would be in areas that are not at risk of flooding and would not increase flood risk elsewhere, which are **neutral effects**. However, there are some important exceptions where significant flood risk exists.

Development throughout the urban areas should present an opportunity to introduce urban greening measures, which can help with climate change resilience for wildlife and human health. This could be particularly beneficial for more built up areas such as Birkenhead and Wirral Waters, in terms of helping to reduce a potential heat island effect. However, these benefits would be reliant upon such measures being incorporated into new development. Given the lack of space and the intensification involved in the urban areas, it is unclear the extent to which urban greening will be achieved. Therefore, uncertain minor positive effects are predicted.

## Greenbelt

A range of potential sites could be involved. Some exhibit limited risk of flooding, whilst others are intersected by watercourses and therefore parts of the sites fall within flood zone 2 and 3. There are areas of surface water flooding concern on each of the sites also to differing extents.

However, the scale of the sites should mean that where flooding is an issue, it is possible to avoid such areas. There should also be good opportunities to design developments that mimic natural drainage patterns and ensure no net increase in run-off. Consequently, a **neutral effect** is predicted overall for limited green belt release.

## **Regeneration Areas**

Flood risk on land covered by the Birkenhead Regeneration areas is mixed. The majority of land opportunities that would likely be developed are within flood zone 1. However, there are areas across Birkenhead falling within Flood Zone 2 and 3 as well as the area being affected by surface water flooding. It is unlikely that new homes would be put in areas directly at risk of fluvial flooding, and presuming that no net increase in run off or discharge of water into drainage systems, the risk of flooding ought to remain similar. However, without a proactive approach to water management in the urban areas, there could be an increase in localised flooding. The adoption of permeable surfaces, and urban green infrastructure could actually lead to overall benefits, but this is not a certainty. Therefore, a precautionary approach is taken, and this additional growth could potentially lead to **minor negative effects**.

Greater density buildings and occupation / activity in the urban areas could also contribute to a higher heat island effect in the urban areas of Birkenhead in particular. Whilst the effects are minor, and could be designed – out, they are potentially negative.

## **Summary**

Both options are predicted to have **minor negative effects** with regards to growth in the urban areas, as some of the allocated sites are affected by flooding. This is exacerbated for Option A which involves further growth in the regeneration areas of Birkenhead. However, the overall effects are still not considered to be significantly negative, particularly as there are opportunities to enhance green infrastructure in the urban areas.

Option B is less likely to generate the same magnitude of effects in the urban areas, so is favourable compared to option 1 in this respect. Particularly as growth in the Green Belt ought to be possible to deliver without affecting flood risk.

Both options could present opportunities to improve green infrastructure and SuDs in the urban areas, which are **minor positive effects**. However, there is uncertainty involved. Option A would present greater opportunities for urban greening in the urban areas and broad locations, but this would rely upon a strong proactive approach being implemented. Therefore, at this stage, Option B is slightly more preferable to Option A from a climate change adaptation perspective.

## Climate Change mitigation

The ability to deliver resource efficient and resilient developments ought not to be dependent upon location to a great extent. Therefore, the distribution of homes should have the same effects on emissions from the built environment regardless of location. Development in any location should also provide opportunities to introduce resilience measures such as green infrastructure, green roofs and SUDs. An important factor in achieving sustainable design is the viability of development, as this could make reductions in emissions harder to achieve. Therefore, site options with some constraints could be less likely to lead to lower carbon development.

This approach, which involves a lot of brownfield sites (with possible viability issues), could be less likely to achieve higher emissions reductions. Likewise, options that rely upon on site infrastructure upgrades to be funded through development such as Green Belt development may also be constrained in this respect.

Location can however, lead to differences in the amount of emissions from transport, and certain locations or types of sites (larger mixed-use with demands for heat) may also be more likely to support decentralised energy schemes. These factors are discussed below with regards to each option. The effects have not been broken down in terms of the settlement areas, as impacts in one area could offset those in another. Therefore, it is more appropriate to discuss the overall implications at a borough level for each option with regards to emissions and resilience. It should also be acknowledged though that the impacts within the Borough are interlinked with those in surrounding areas, as climate change is a cross boundary issue.

### Urban Intensification

Both options involve urban intensification, by developing urban sites and by increasing densities across all the settlements in Wirral. The locations have good access to jobs, services and public transport. Therefore, new development should be less likely to generate long car trips (and associated emissions). This approach would also limit further growth in less accessible locations. Whilst there is no solid evidence to support decentralised energy schemes, the scale of some site options in the Commercial Core and Birkenhead, and the higher heat demand in the urban area could make these locations more suitable for such schemes.

Larger site options may also be more appropriate for delivering strategic green infrastructure improvements, which can help with climate change resilience for wildlife and human health. It can also help with cooling (reducing demand for mechanical systems), and could be particularly beneficial for more built-up areas such as Birkenhead and Wirral Waters, in terms of helping to reduce a potential heat island effect. Consequently, a **minor positive effect** is predicted for both options.

### Greenbelt

Depending upon the viability of individual sites, their greenfield nature could possibly present good opportunities to achieve higher standards of efficiency (through higher land values). However, this is an uncertainty.

The peripheral nature of the site options is more likely to encourage car trips though, which would lead to a continuation or worsening of current trends with relation to emissions from transport. The requirement for on-site infrastructure such as new roads, public transport links, and new services could also make it more difficult to achieve higher levels of sustainability. Additional development in these locations is therefore likely to have **neutral** or **minor negative effects** in terms of carbon emissions.

A loss of greenfield land might also lead to a loss of land that acts as a carbon sink (trees / soils etc), which is a minor negative effect with regards to climate change.

### **Regeneration Areas**

Additional growth in the urban areas could contribute towards district energy schemes being more feasible. However, this is uncertain and would need to be explored. However, it is possible to say that emissions due to travel are likely to be lower, as would emissions per home, which tend to be lower in denser developments compared to larger developments in suburban and rural areas. In this respect, **a minor positive effect** is predicted.

### **Summary**

Overall, both options are mostly positive with regards to emissions associated with new development. The bulk of growth is in accessible locations and is likely to be higher density, both of which are demonstrated to reduce in lower emissions compared to larger suburban housing.

Option A further develops the regeneration areas, which would likely lead to additional positive effects, though these are still only likely to be **minor**. There are some question marks over the ability for new developments to be highly resource efficient, especially if funds need to be found to remedy contamination and other issues on brownfield sites.

Option B would lead to a proportion of growth being located on greenfield land, and would likely consist of larger homes and lower density development. This would likely lead to higher emissions compared to Option 1, in terms of both buildings and transportation. Greenfield land could also hold some value in terms of sequestering carbon (or could present opportunities for woodland planting / conservation activities that can sequester carbon). Development of housing would permanently diminish these opportunities. Overall, **minor negative effects** are predicted in relation to the green belt element of growth.

## Economy and Employment

There are common elements to both options that are likely to generate positive effects with regards to the economy and employment.

Of particular note is that the majority of employment land is proposed in Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, positive effects are likely to be generated with regards to economic growth, investment and employment.

The options perform slightly differently in relation to impacts upon local centres across the borough, how housing is related to new and existing jobs, and how the options could help to address deprivation.

### Urban Intensification

Both options promote a lot of housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of new affordable homes and associated infrastructure improvements would be most likely to help address inequalities. These options promote most housing growth the east of the borough and it is therefore accessible to job opportunities and public transport. Growth is managed in the more affluent areas to the west, which helps to support this regeneration-led approach. In this respect, **significant positive effects** are predicted.

One area where both options could generate negative effects though is a reliance on employment land to deliver housing growth on some sites. If suitable replacements are not provided, this could lead to **minor negative effects** in terms of employment land availability in certain areas.

### Greenbelt release

Green belt release is less positive with regards to tackling regeneration. Firstly, growth is at the periphery of settlement areas, which is less accessible to jobs generally and new homes would be placed in more affluent locations. Furthermore, Greenbelt growth could undermine regeneration at the broad locations, which would be a potentially **significant negative effect**.

Whilst there would be some benefit in terms of local job provision and local spending it is much less likely to address inequalities. Therefore, only **minor positive effects** would be generated in this respect for this additional growth.

Peripheral developments would also be more likely to lead to increased commuting, which is considered a **minor negative effect** in terms of creating an efficient modern economy.

### Regeneration Areas

Increased housing development and regeneration activity in Birkenhead in particular is likely to support further local spending in areas of need, create more attractive urban areas and support access to jobs. These are positive effects.

## **Summary**

Both options are predicted to generate **significant positive effects** on the economy through a focus on regeneration, and matching the majority of new homes well with emerging and existing employment opportunities. The benefits would likely be of a greater magnitude for Option A which involves additional regeneration benefits. Option B would still create significant positive effects, but to a lesser extent. Growth in the Green Belt would also be more likely to lead to increased commuting, which is a **minor negative effect**.

Overall, Option A is considered the more favourable option in terms of economy and employment.

## **Health**

In making predictions about the potential impacts of each option, it is assumed that development in modest amounts could be accommodated at existing GP services, or that improvements could be secured through contributions. However, this will depend upon planning from healthcare commissioners and the extent of development.

### **Urban Intensification**

Both options propose a large amount of growth in areas that are experiencing health deprivation such as within Birkenhead in particular. This should have benefits with regards to the provision of affordable homes, the improvement of the public realm, and in terms of being accessible to healthcare facilities. Without upgrades to healthcare services, there could be negative implications on existing facilities (in terms of longer waiting times etc). However, with planned upgrades and possibly new facilities in the longer-term the effects ought to be positive by concentrating investment into areas of need.

In terms of open space and recreation, this approach will place new homes within walkable communities in the main, which is positive in terms of active travel. There would be limited loss of greenspace, and access to urban leisure and recreation facilities would be good. However, the potential to implement open space improvements might be limited given the need for intensification of built development. Furthermore, access to open countryside / greenspace would not be ideal within the more-dense urban areas. On balance, a **minor positive effect** is predicted.

It is unclear the extent to which new development will lead to improvements to communities, but a proactive approach could potentially lead to significant positive effects. Conversely, a non-inclusive approach to growth could exacerbate inequality, which is **potentially negative (but minor)**. There is some uncertainty in this respect before Plan policies are finalised and taken into account.

There is an assumption that larger scale focused development in any particular location could support entirely new facilities.

### **Greenbelt Release**

Broadly speaking, access to healthcare facilities is not ideal given the urban fringe location of Green Belt sites.

The scale of growth on individual sites may also not be quite large enough at certain sites to support new facilities (though improvements to existing facilities would be presumed). In this respect, **neutral effects** are recorded in terms of accessibility to health care. Most of the locations involved exhibit fairly low levels of deprivation (both multiple deprivation and specifically in the health domain). This is the case in Heswall, West Kirby and Greasby where potential greenbelt release sites are located.

Though there are pockets of health (and multiple) deprivation towards Bebington, they are also not in the 0-20% categories. A lot of these surrounding areas are also within areas of low deprivation.

With regards to wellbeing, developments in these locations are more likely to have good access to green space compared to some urban locations. However, the potential for negative effects on the amenity of adjacent communities could be an issue, which is a **minor negative effect**.

### **Regeneration Areas**

Further growth in the regeneration areas should be well related to healthcare facilities, and could help to tackle health deprivation through improvements to affordable housing, public realm and public services. In combination with the planned growth on urban sites within the Commercial Core, a higher scale of growth in these areas ought to help support new and enhanced facilities. Should opportunities be taken to improve green infrastructure, then access for communities in areas of deprivation could also be enhanced (which is more likely with additional inward investment in new homes and supporting infrastructure).

### **Summary**

Both options should lead to **minor positive effects** on health, by locating large amounts of development in locations that are accessible to healthcare, and where investment in new housing ought to have knock on benefits for deprived communities. Option A enhances the likelihood of positive effects being more widespread and / or of a greater magnitude, as it will seek to deliver even higher growth in the urban areas. From a positive perspective, this creates the potential for **significant positive effects**. However, if development is not delivered in a way that benefits those suffering health inequalities, then problems might simply be exacerbated for some communities.

Option B directs a portion of growth to the Green Belt, so the potential for further positive effects in the urban areas is not as great. The benefits for communities in the peripheral areas would be less likely to affect communities of greatest need, though access to open space would likely be good for residents in these new communities (**minor positive effects**).

For both options, potentially negative effects are highlighted to reflect the potential for development to exacerbate inequalities, rather than address them. Given that the Plan takes a regeneration-led approach, and tackling inequality is a key objective, then the intentions are positive and the effects are expected to reflect this mostly.

Overall, the options perform similarly with regards to health. They both should help to address inequalities and place new development in areas with good access to healthcare. Whilst Option A could further add to these benefits in the urban area (**significant positive effects**), the communities here might have poorer access to open space compared to the Green Belt communities. Should development not be inclusive, then growth could also lead to greater inequalities (through gentrification, increased traffic through areas of deprivation, etc) (**significant negative effects** for a small number of communities). Conversely, development at the Green Belt might be more likely to generate amenity concerns (**minor negative effects**) and could draw investment away from areas requiring investment (**minor negative effects**). Though there are some minor benefits on health for communities in green belt locations, these are of limited extent.

## Heritage

### Urban Intensification

Both options involve a range of housing sites in the urban areas of the main settlements across the Borough. In some locations, there are limited sensitivities and the sites involved are poor quality. Therefore **neutral effects** are predicted. This applies to most of the development proposed in Heswall (Settlement Area 7), the rural areas (Settlement Area 8), mid Wirral (Settlement Area 6) and Sub-Urban Birkenhead (Settlement Area 5). At West Kirby and Bromborough, there are some local features that could be affected by development, but mitigation ought to ensure that the residual effects are **neutral** too (or potentially positive).

In other locations, development is proposed that is close to conservation areas and / or listed buildings. For example, In Wallasey (Settlement Area 1) several sites are identified for intensification which are adjacent to listed buildings (i.e. Wallasey Town Hall). However, the existing site conditions / character of the existing buildings is poor and development is most likely to lead to improvements rather than negative effects.

This is also the case in Bebington at the edge of Port Sunlight Conservation Area, where improvement measures ought to help enhance the setting of listed buildings. **Minor to significant positive effects** are predicted to reflect these factors.

The key area where effects are likely is the Commercial Core (Settlement Area 2). There are several large sites proposed in areas that contain multiple listed buildings and overlap with Conservation Areas. Of particular importance are the sites along the River Mersey which form a backdrop to Liverpool and contain listed assets. In this wider area there are also a number of listed buildings.

Effects are potentially negative or positive but this is dependent upon design and layout. If buildings are lost or damaged by development, these could be **significant negative effects**. Likewise, development along the River Mersey could negatively affect the character of a prominent listed asset. However, sensitive development could help to better preserve listed buildings and enhance the setting and character of the area should development be sensitively designed. This would be a **significant positive effect**. Given the regeneration-focused approach being promoted by the Plan, it is considered more likely that positive rather than negative effects will be generated, but there is uncertainty at this stage.

### Greenbelt Release

Development on Green belt is more likely to have effects on heritage features that rely upon open countryside. This is because growth in the Green Belt would involve a loss of open space, which in some locations would be likely to erode the character of small villages and affect the setting of heritage assets. However, there ought to be sufficient flexibility in the choice of sites to ensure that the most sensitive areas can be avoided. Therefore, only **minor negative effects** are predicted in relation to additional green belt development.

If development is at the expense of additional urban regeneration (i.e. instead of an enhanced focus on regeneration areas), there are implications for heritage and built environment in those areas.

On one hand, it could protect the character of urban areas, but most likely, it would mean that areas stay in a poor condition, and opportunities to enhance the setting of built environments would be fewer.

### **Regeneration Areas**

As identified above for growth in the Commercial Core, there is potential for significant effects due to development in the urban areas such as Birkenhead and New Brighton. Additional growth in the regeneration areas could have similar effects, which would serve to create cumulative effects on heritage across the Commercial Core in particular. There are many listed heritage assets within the regeneration areas, and it is likely that many could be the subject of regeneration. The effects will depend upon the nature of development. If facades can be retained and suitable reuse of buildings achieved, then positive effects are predicted. Should assets be lost or their setting negatively affected though, then significant negative effects would occur. There are a range of more contemporary buildings throughout the regeneration areas that detract from the setting of the heritage assets and the character of the Conservation Areas. Should these be redeveloped in a more sensitive way, the character and quality of the built environment ought to be further improved across a wider area. Given that a heritage-led approach is key to the Plan, it is thought more likely that positive effects will occur. However, guidance around building height, layout and design will be critical.

### **Summary**

#### Option A

A focus on the urban areas is likely to have **neutral effects** in the rural areas and smaller settlements outside of the built up areas east of Wirral. Some of the sites in the urban area are also unlikely to be affected one way or another with regards to the historic environment.

Where urban intensification and regeneration opportunities are identified, the potential for positive effects exist, with most locations experiencing **minor benefits**, but some experiencing **significant positive effects**. The positive effects would be more widespread with the additional focus on regeneration areas under this option.

Recognition that there is potential for **minor negative effects** and **significant negative effects** is also made, as some development could detract from existing character. Whilst these effects could be detrimental to some locations, they would not be expected to be widespread, and uncertainty exists given that a regeneration led approach is being proposed. The application of Plan policies ought to help minimise the potential for negative effects.

#### Option B

The benefits identified for Option A in the urban area would also be felt under Option B. However, the extent of benefits in the broad locations for regeneration would be more limited. The release of greenbelt sites could also draw investment and focus away from more comprehensive regeneration, meaning that opportunities to enhance the built environment are reduced. Where listed buildings are currently empty or at risk of deterioration, this could be a missed opportunity.

In addition, **minor negative effects** would be likely to occur as a result of development on Green Belt sites. However, there should be scope for mitigation through the application of Plan policies.

Overall, Option A is more preferable from a historic environment perspective compared to Option B.

## Housing

### Urban Intensification

Both options propose enough additional housing sites to meet the locally assessed housing need (using the standard method) of a minimum of 13,360 dwellings net over the plan period. There are additional sites identified also, which is a theoretical supply of approximately 18,000 dwellings. In the event that all these sites come forward, a **significant positive effect** is likely to occur, and the Council is confident that housing need will be met given that significant progress has been made in identification of funding and delivery mechanisms. This amount of development should therefore provide sufficient choice and flexibility. The distribution of development is also well correlated in terms of employment opportunities and supporting communities of need in a number of locations.

### Regeneration Areas

Additional development at regeneration sites would bring further benefits in terms of housing delivery in the urban areas. However, there may be deliverability issues that need to be addressed to allow opportunities to come forward. The Council recognises this and is working towards identification of delivery mechanisms and funding to support less viable sites. As a result, significant positive effects are predicted, but there is a degree of uncertainty at this stage in respect of this element of the strategy.

### Greenbelt Release

Green Belt land options are likely to be attractive to market, and could help to deliver a wider choice of housing in different locations across Wirral. An additional 2500 dwellings in these areas would bring **significant positive effects** in this respect, but if this was at the expense of further regeneration in the urban areas, then benefits of development for those in greatest need could be reduced. This approach would widen the choice of locations where housing is available though.

### Summary

**Option A and Option B** both provide sufficient land to meet identified housing needs as well as providing an element of flexibility. The urban focus is strong for both options, and so communities in need of investment would likely benefit. The extent of positive effects would be greater for Option A in this respect. However, from a housing delivery perspective, the release of Green Belt sites could widen the number of communities across Wirral that would benefit from housing choice, would likely achieve higher delivery of affordable housing, and would support rural communities. Therefore, whilst both options would have significant positive effects, Option B is slightly more favourable from a housing delivery perspective compared to Option A.

## Land and Soil

### Urban Intensification

Both options are predicted to have **significant positive effects** as they will lead to the regeneration and use of brownfield land in the urban areas of the Borough with multiple locations benefiting in this respect. Overlap with agricultural land would be very limited here.

### Green Belt Release

For Option B, it is not known exactly which sites would be utilised under a Green Belt approach, but it is still possible to conclude that there would be a degree of negative effects due to a loss of best and most versatile agricultural land. The weakly performing green belt parcels mostly consist of best and most versatile land, though it ought to be possible to avoid the higher quality Grade 2 land under a dispersed approach. Overall, this is a **minor negative effect**.

### Regeneration Areas

For Option A, the additional focus on regeneration sites across Birkenhead reduces pressure for development on green field / green belt and agricultural lands. This should help to ensure that soils are protected during the plan period and beyond.

### Summary

Option A and Option B would both result in **significant positive effects** due to the regeneration of substantial brownfield sites and a focus on urban development. However, the positive effects are slightly more pronounced for Option A, whilst Option B would involve some loss of agricultural land, which equates to a **minor negative effect**.

Therefore, Option A is favourable to Option B from a 'land and soil' perspective.

## Landscape

### Urban Intensification

Both options promote urban intensification, with the majority of growth focused to the east of the Borough and within the urban areas. A large number of the sites that would be involved for development are previously developed, and a notable proportion of these are also derelict / vacant and/or low quality in terms of the contribution they make to townscape. Redevelopment of these sites is likely to have **minor positive effects** on townscape in the main, but in some locations could lead to **significant benefits**. There would be limited changes to the character of the open countryside, but this a positive effect of the strategy which would reduce pressure for Green Belt land release (\*none at all for Option A, whilst not as widespread for Option B). Given that townscape should be enhanced

There are a handful of sites on 'green' space in the urban settlements (for example in West Kirby), but development would not be on important recreational land or lead to coalescence between settlements. Nonetheless, these represent **minor negative effects** for certain parts of the urban areas.

It will be important to ensure that the character of the River Mersey front is enhanced for any development that occurs along its banks. This will be visible from long distances in Liverpool. Provided that appropriate heights, scale and density are used, then positive rather than negative effects ought to be most likely.

### Green Belt Release

Presuming a dispersed approach to green belt release, rather than a large urban extension, it should be possible to avoid the most significant negative effects on landscape character. However, impacts on open countryside will occur regardless of the sites that have been involved. Though green belt sites that are released would have to display exceptional circumstances, and would most likely be the weaker performing places they are all outside of the urban area and contribute to a rural character.

Development is most likely to affect local amenity and visual impacts rather than lead to significant effects in terms of coalescence and the loss of sensitive land. It is also likely that strategic green infrastructure would be involved given the large scale nature of the sites. However, it is considered that a **minor negative effect** would remain.

### Regeneration Areas

Further development in the regeneration areas is considered likely to bring additional positive effects on the townscape through the regeneration of areas that are currently of poor quality. Maximising brownfield opportunities will also relieve pressure on the greenbelt / greenfield land, which is positive throughout the Plan period and beyond. These are potentially **significant positive effects** in these locations.

## **Summary**

Both options will lead to significant positive effects on townscape in terms of regeneration, but the additional focus on regeneration areas through Option A will strengthen this approach in relation to urban renaissance and the protection of the countryside. To the contrary, Option B will lead to negative effects upon landscape character on the urban fringes. As a result, Option A is preferable to Option B from a landscape perspective.

## **Population and Communities**

Of particular note is that the majority of employment land is proposed in Wirral Waters and surrounding areas and along the River Mersey at Port Sunlight / Bromborough and Eastham. These are high quality employment opportunities that are accessible to the most deprived parts of the Borough and tie-in with the wider regeneration ambitions for the Borough and the wider Liverpool sub-region. In this respect, **significant positive effects** are likely to be generated for both options with regards to population and the community.

However, the options perform differently in relation to impacts upon local centres/settlement areas across the borough, how the growth areas are related to new and existing jobs, health and leisure facilities, green infrastructure links and how the options could help to address overall deprivation.

### **Urban intensification**

Both options promote a lot of housing growth in urban areas that are in need of regeneration and are suffering from high levels of deprivation. In this respect, the benefits of associated infrastructure improvements would be most likely to help address inequalities, improving access to new / improved health and leisure opportunities and increasing the housing options for a greater proportion of the population.

The majority of housing growth is directed to the east of the borough and it is therefore accessible to job opportunities and public transport. Growth is managed in the more affluent areas to the west, which helps to support this regeneration-led approach.

There are a number of vacant and poor quality sites involved. Redevelopment ought to help improve the public realm and could help to improve perceptions of community safety.

Most of the proposed sites are brownfield in nature, and the surrounding areas are urbanised. It will be important to ensure that access to open space and green infrastructure is considered given that there are no immediate links to green infrastructure networks in the countryside.

Taking the above factors into account, **significant positive effects** are predicted for both options across the borough.

## **Greenbelt Release**

Development in the green belt is less positive with regards to tackling regeneration across the whole borough, as residual growth mainly focuses on the more affluent areas in the borough. Development would be at the periphery of settlement areas, which is less favourable for the population as this is less accessible to jobs, leisure and health facilities generally speaking. Residents in communities here should have good access to green space though, and there would be opportunities to secure improvements to open space, and social infrastructure (depending on the scale of development). In this respect, **minor positive effects** are predicted.

## **Regeneration Areas**

Additional growth in the regeneration areas will contribute towards further **significant positive effects** in the urban area. Growth ought to support further improvements to the public realm, contribute to enhancements to public services and help address deprivation.

## **Summary**

Both options are predicted to have **significant positive effects** on communities due to the heavy focus on urban development / regeneration. For Option A, additional development throughout the regeneration areas exacerbates these significant positive effects, whilst for Option B, the effects in the urban areas would not be of quite the same magnitude, but would create some minor positive effects in other settlements across the borough. Overall, Option A is preferable in terms of addressing deprivation and focusing investment into areas of greatest need. In this respect it performs slightly better than Option B in terms of population and communities.

## Transport

### Urban Intensification

Both options propose high density development in existing urban areas, mainly focusing on Wirral Waters, Commercial Core and other locations to the east of the Borough.

Wirral Waters is planned to include a wide range of local facilities and services, including further enhancements to the already good public transport links. Access to jobs would also be good given the future opportunities in Wirral Waters itself and links to Birkenhead and Liverpool, via public transport and road. Development in the urban area would therefore have excellent accessibility. The scale of some sites at Wirral Waters could also be more likely to support on-site facilities that could benefit new and existing communities.

In the absence of strategic infrastructure improvements this could lead to negative effects with regards to congestion in areas that already suffer. However, the factors discussed above will help to mitigate such effects.

On balance, **significant positive effects** could be generated as the majority of new development will have excellent accessibility and is well linked to existing and planned employment growth and existing infrastructure. This ought to promote sustainable travel and ensure that growth can be supported.

However, it will be important to ensure that intensified growth in the urban areas to the east of the Borough does not lead to congestion problems. A **minor negative effect** is predicted to reflect the potential for increased traffic on local roads (though this is also uncertain / dependent upon whether road and bus networks can be enhanced in advance of any development in this area).

### Green Belt Release

Development at the periphery of the urban areas are generally less well related to public transport and services, and more likely to encourage car use. Consequently, these approaches are less likely to support a shift from car dominance.

Development at strategic sites in the Green Belt may have a negative effect on existing transport infrastructure at a number of the Settlement Areas as they will be affected by increases in development, but not necessarily at a high enough scale to fund strategic transport infrastructure or on site improvements to social infrastructure provision such as new schools and health facilities. However, the effects in terms of congestion are less likely to be significant, as development (and thus car trips) would be dispersed.

Overall, **minor negative effects** are predicted.

### Regeneration Areas

The regeneration areas are already well served by public transport infrastructure, and are within walking distance to a range of services. Further growth in addition to development at allocated sites could help to further improve the viability of services and fund improvements to public transport provision.

Conversely, additional development in the urban areas could put further pressure on local road networks, particularly if modal shift does not occur as quickly as intended. This could mean increased congestion along key routes in and out of the urban area. A mix of positive and negative effects are therefore recorded.

## Summary

Overall, Option A is likely to have **significant positive effects** by placing the majority of development in areas with excellent accessibility. The effects elsewhere in the borough are likely to be limited due to the small scale of growth outside the main urban areas. The large concentration of growth in the regeneration areas around Birkenhead (alongside allocated sites), could lead to increases in traffic on routes in and out of the urban areas, but there is an assumption that much of the housing provision will be supported by public transport and limited car parking. As such, only **minor negative effects** are predicted in this respect.

Option B has similar effects in the urban area, so **significant positive effects** are also generated in terms of promoting modal shift and excellent accessibility for new homes. However, growth in the urban peripheries on Green Belt is likely to promote greater car use compared to urban locations, and could also lead to trips along key routes into the urban areas. These are **minor negative effects**.

The two options perform similarly, with both having the potential for positive and negative effects. However, Option B would be more likely to promote car use for a proportion of new development, and would contribute less towards infrastructure enhancements in the regeneration areas. It is therefore slightly less favourable compared to Option A with regards to transportation.

## Water resources

### Urban intensification

The impacts upon water resources will be dependent upon the ability to manage waste water and drainage requirements resulting from new developments. There is an assumption that development can be supported, but this will need to be confirmed with utilities providers regardless of the spatial approach that is taken. At this stage, uncertain effects are predicted for each option in this respect.

### Green Belt release

With regards to longer term water quality, it is possible that a change in land use from agricultural to residential can reduce the levels of nitrate pollution. In this respect the Green Belt option could have **minor positive effects**, but this carries a degree of uncertainty.

### Regeneration Areas

Additional growth in the regeneration areas could potentially lead to increase pollution run off into watercourses in this area, and in surface water drainage that discharges to the River Mersey. It is likely that pollution control during construction and SuDs in new development should help to minimise / mitigate these effects though.

### Summary

Option A maximises growth in the urban areas, with a particular focus on areas such as Birkenhead. This brings the potential for minor negative effects on water resources such as the docks and River Mersey. However, mitigation measures should minimise effects so that they are neutral or only minor negative. With proactive approaches to water management in urban areas, positive effects could be achieved (for example the use of rainwater harvesting, green and brown roofs).

Option B involves slightly less growth in the urban areas, and so pressures ought to be lower. Growth in the green belt areas might involve agricultural land, and the change of use could remove a polluting activity. However, there are uncertainties. A change in use from greenfield to brownfield could also be negative in terms of water resources, but it is assumed that SuDs would be incorporated into development.

Overall, both options perform similarly in terms of water quality, but Option B is marginally favourable in terms of water quality.

## **APPENDIX D: COMMENTS RECEIVED ABOUT THE SA PROCESS**

Consultee	ID	Comments	Council Response
Dr Hilary Ash	LPSA-28	Overall comment: The International Panel on Climate Change warns that we have little over a decade to change our ways, if we are to avoid catastrophic global climate change. The International Panel on Biodiversity and Ecosystem Services has issued a stark warning about loss of biodiversity and the likely effects. Current practice is unsustainable in many ways, and "The aim of the Sustainability Appraisal is to ensure that the Local Plan contributes to the achievement of sustainable development". The Local Plan should aim for sustainability levels to act on these international warnings. This Local Plan therefore needs to focus on rapid reduction in greenhouse gases. Currently emissions from transport are not falling, and this source therefore needs special focus. Any greenfield development (whether Green Belt or not) will struggle to achieve net environmental gain unless it is high density, very low carbon construction, zero-carbon in use and has significant areas of Green Infrastructure to absorb carbon. All future development needs to be designed to these principles if it is to be sustainable. We cannot continue as in the past decades in future.	Comments noted. Agreed that radical change is required to address climate change, which is reflected by the Council declaring a Climate Emergency. The Local Plan has a role to play, and the SA will seek to ensure that such matters are addressed.
Dr Hilary Ash	LPSA-30	Climate adaptation objective only considers flooding. This is inadequate: there will be many other effects of climate change, and we need to be prepared for them. There should be consideration of the effects of proposed development on: food production, emphasising local food to minimise food miles. With a future need to produce more local food, the difference between Grades 3a and 3b will become unimportant, as we will need all reasonable quality land, therefore all Grade 3 should continue to be treated as "Best and Most Versatile"; Biodiversity and all natural capital; Pests, diseases and invasive species; Soils; Adaptation to temperature change e.g. provision for urban cooling via Green Infrastructure; Adaptation to increasingly frequent extreme weather events e.g. drought, storm, tidal surge. Climate change mitigation does not consider carbon storage in soils under suitable management or in trees, nor does the Land and soils objective. Once built on, soils are effectively lost, as restoration after modern building is difficult. We need better protection for agricultural soils and for stores of soil carbon if we are to adapt to and mitigate climate change. These objectives should be stronger e.g. Development must promote the efficient and sustainable use of natural resources of land including soil. It will only be judged sustainable where it avoids the best and most versatile agricultural land, makes efficient use of previously developed land and preserves stores of soil carbon.	The SA Framework was established through the scoping process. The objectives are considered to be appropriate to explore the issues identified in this representation.
Dr Hilary Ash	LPSA-32	Assessments: "5.3.1 Wirral is unique in comparison to other localities as it has significant biodiversity designations in both coastal and non – coastal environments. It is important to ensure development which happens on the land, does not adversely affect the surrounding coastal environments." We entirely agree with that statement, but it does not seem to have been adequately considered in the assessments. This report, and the Green Belt review and the MEAS RAG report, do not pay sufficient attention to Local Wildlife Sites.	The options assessment considered the presence of designated local wildlife sites, as well as potential features on non-designated sites such as trees and hedgerows.
Dr Hilary Ash	LPSA-34	The Green Infrastructure report, vital to considering wildlife networks and corridors, was only commissioned in February 2020, so has not informed the Regulation 18 work, and while its preliminary findings are likely to be available for Regulation 19, they will not be available to the general public until that stage. That is simply too late. Decisions on possible Green Belt release must not be made until the GI study is complete and its findings suitably considered, or vital corridors may be cut. The Plan will not be "sound" if the GI work is not included.	The SA considers effects using the available evidence upon when it is undertaken. The GI study will be taken into account before the final SA Report is published for consultation. This is in-line with statutory requirements.
Dr Hilary Ash	LPSA-36	5.4 Climate Change Adaptation only considers flooding and not any other effects of climate change. This is inadequate. See response to para 2.1.4.	Urban heat effects are also discussed as part of the climate change adaptation objective.
Dr Hilary Ash	LPSA-38	5.10.3 "However, the weakly performing Green Belt parcels mostly consist of best and most versatile land, so a degree of negative effects are likely. At the level of growth involved, it is likely that at least 120ha if BMV land would be affected, with the majority being Grade 3a. There would probably be some Grade 2 land involved though. Therefore, a significant negative effect is predicted. 5.10.4 The effects for Option 2B would lead to an overlap with approximately 70ha of grade 3b land, which is a significant negative effect." Quite – this point has not been emphasised enough in the Issues and Options.	Comments noted. No action to take.
Dr Hilary Ash	LPSA-40	Wirral Wildlife recognise that a detailed study of the effects on Habitats sites has been done. All the recommendations in Chapter 6 must be included in the Regulation 19 Local Plan if the Plan is to be "sound". We will be particularly checking that items in sections 6.6, 6.11, 6.13 and 6.17 are in appropriate policies and supporting text, and that design guidelines include the relevant precautions to safeguard important bird populations. It would be of great benefit (section 6.13) to developers and planners if more work is done before the plan is finished to identify better which areas act as Supporting Habitats, as has been done in Wales.	Comments noted.
Dr Hilary Ash	LPSA-29	We propose that the objectives should be strengthened to say: All new development must achieve net environmental gain. It will need to be carbon-neutral in operation and as low-carbon as possible in construction. Transport must be most easily achieved by sustainable means. This applies particularly to greenfield development, because of the difficulty in making such developments sustainable in soil, transport, biodiversity and other environmental terms. Land should be protected which is suitable for renewable or low-carbon energy generation, or for carbon storage in suitably-managed soils or woodland.	Appraisal objectives were set and consulted upon at scoping stage.
Dr Hilary Ash	LPSA-31	Transport: Transport is one section of Wirral's life where carbon emissions are not reducing. All areas need to reduce emissions faster than at present if we are to meet the Paris Agreement targets and what is recommended by the IPCC. The objective should therefore include Ensure that the provision of infrastructure is managed and delivered to reduce carbon emissions, meet local population..... etc. Development must be directed to where it can be accessed by public transport or sustainable transport modes. All new development must rely on sustainable transport modes and not be primarily car-based, given that fossil-fuelled cars are likely to be with us for the duration of this plan.	Appraisal objectives were set and consulted upon at scoping stage. Reducing carbon emissions from transport is an important part of the SA Objectives Framework.
Dr Hilary Ash	LPSA-33	5.3.10 says "However, the majority of identified parcels that could be involved do not overlap significantly with designated or biodiversity action plan habitats." We strongly disagree, as out of the 10 sites suggested at present for GB release, 3 have major wildlife objections and another 3-5 have wildlife concerns where at least some impacts would happen. In particular, Parcel 7.25 risks serious damage to the wet heath on Thurstaston Common SSSI; Parcel 6.15 risks damage to Caldy Hill and Stapleton Wood LWSs, the local badger population, and possibly a waterfowl site and ponds; Parcel 7.27 would entail serious damage to the ancient woodland Harrock Wood LWS, as development surrounding it on all sides and increased trampling would impact seriously on this fragile habitat. We are also concerned about impacts of development on wildlife on or adjoining parcels 7.26, 7.18, 5.9 and possibly 5.8, 7.19. As we found in the 2018 Green Belt review, there is little Green Belt in Wirral that does not have wildlife importance (out of its 54 parcels, 41 had serious wildlife implications and another 7 wildlife-related concerns). In the current review of "weakly-performing Greenbelt", out of 33 sites not currently designated for development, there are serious objections on wildlife grounds to 18, concerns about wildlife impacts for another 5. The 10 remaining are mostly small. Opportunities to "improve the remaining Green Belt" for wildlife and ecosystem services will be difficult to enforce, as so much is private land often owned by large estates and tenanted out. The Planning system cannot control this land. Little is intensive arable land, and some of the pasture is high-quality low-impact farming e.g. Oldfield Farm Heswall.	Appraisal is considered to be appropriate. No changes proposed.
Dr Hilary Ash	LPSA-35	Option 2B has not considered the effects on farmland birds, not on the local badger population, whose best population is immediately downstream of the area projected for release. Roadkill is a major cause of death for Wirral badgers, whose population is stable but not increasing, so extra traffic is a threat. Alternative badger habitat is not available.	Detailed data on a site specific level in relation to specific species was not available across the district to inform the SA at this stage.
Dr Hilary Ash	LPSA-37	5.5 Climate Change Mitigation does not consider carbon storage in soils and vegetation – See response to para 2.1.4.	Appraisal objectives were set and consulted upon at scoping stage.
Dr Hilary Ash	LPSA-39	Because of the above comments, we consider that the overall effects on Biodiversity of Option 2A and Option 2B are worse than the report says, and the opportunities for mitigation less good than assumed. There is over-reliance on "improving" Green Belt areas for birds and other wildlife. If birds are displaced, where would they go? Even if net biodiversity gain is achieved on developed sites, how can any improvements for biodiversity in the remaining Green Belt be sustainably created? Habitat creation is not easy on fertile agricultural soils. Because the Ecological Networks and Green Infrastructure studies are not complete, linkages and networks have not been taken fully into account. Isolation of habitats e.g. Harrocks Wood, is not considered. Similarly effects on climate change mitigation and adaptation for Options 2A/2B do not adequately take into account the loss of soil carbon stores, food production and ecosystem services, and relies too heavily on net gain in development, so that effects are likely to be worse than predicted. The various factors cannot be considered as equal. Given the climate emergency and ecological emergency, effects on those factors need to be given most weight. All effects would be easier to mitigate with less overall development. Does the Standard Method of calculating housing need represent "sustainable development"? It will be necessary for central Government to justify the sustainability of the housing numbers proposed by the standard method, in view of Wirral's low population growth rate, high environmental and physical constraints, and the reduced demand predicted by the 2018 ONS housing demand figures.	The findings relating to biodiversity are considered to be appropriate. It is recognised that there may be significant negative effects. Likewise, the potential for mitigation through net gain is considered to be an appropriate conclusion. Giving different weight to certain criteria in the SA is not its primary role.
Tarmac Trading Ltd	LPSA-16	SUSTAINABILITY APPRAISAL Although the Local Plan Issues and Options document is informed in part by the Wirral Local Plan Minerals Report 2020, the accompanying Sustainability Appraisal does not refer to the need to safeguard lawful mineral processing operations or mineral safeguarding more generally, including from the introduction of any incompatible future development (NPPF, paragraph 182 refers).	Whilst an important planning consideration, it was considered unlikely that significant effects on Mineral Resources would be likely to arise through the SA. Therefore, detailed consideration through the SA Framework was not considered necessary (i.e. this topic was 'scoped out').
Graeme McGaffney	LPSA-57	On review of the Council's Sustainability Appraisal of Spatial Option 2A, it is noted that significant positive effects are noted in respect of housing. We support these conclusions, as providing access to a range of sites which are likely to be more deliverable than Spatial Options 1a and 1b. We also consider that the economic benefits would be significant positive by helping to retain existing employment land, whilst delivering a mix of house types to attract new inward investment (with the ability to provide a mix of housing for people in senior management positions down to key worker level). In terms of the environmental impacts, these appear to be largely minor negative. However, it would appear that these conclusions have been reached by focusing on the release of greenfield sites alone. Spatial Option 2A would still involve considerable brownfield release in East Wirral. It is therefore unclear how a number of impacts can change from significant positive to minor negative merely through the release of a number of greenfield sites. This might well be the case if the development strategy was heavily greenfield dependant, but that is not what Spatial Option 2A is proposing. Accordingly, it is considered that the impact on the likes of transport and air quality would be neutral to minor positive, taking into account the brownfield development in East Wirral that would still remain predominant alongside Green Belt release in West Wirral. The Appraisal of Spatial Option 2A therefore needs revisiting to adopt a much more balanced approach to the Appraisal (having regard to predominant brownfield release alongside some greenfield development) than that which has been prepared to date.	The overall effects for each option have been brought together through a consideration of effects across the borough. This includes an element of brownfield development for all options (but to a greater extent for Option 1A/1B and a lesser extent for options 2a-2c). Effects conclusions have been revisited where considered necessary to make it clear that options 2a and 2b still rely mostly on urban intensification.

Natural England	LPSA-27	We acknowledge that the Sustainability Appraisal (SA) provides an interim approach and assessment of development options. We note that net gain is identified and again we draw your attention to comments below in the standing advice, there is no reference here to a specific policy on net gain and we encourage you to include a policy within the Local Plan. We have noted some incorrect referencing to designated sites so advise you check these throughout the document (see 5.3.5 for example). Natural England will provide further advice at the next stage with respect to the SA once a full appraisal of the plan, the policies and monitoring measures are presented.	Comments noted.
HIMOR	LPSA-54	We object to the Sustainability Appraisal which, at paragraph 3.2.13 sets out that areas within the Green Belt that are located within Flood Zone 3 should be discounted as options for Green Belt release. We consider that, in the case of SHLAA 4068, no such discounting process should take place and the Sustainability Appraisal should be amended to take account of the exceptional circumstances of the constrained development options at Meols. Our attached Flood Risk Assessment and Drainage Assessment demonstrates that SHLAA 4068 is actually at a much lower risk of flooding than its rating indicates, that the area is protected by defences and the results of the EA hydraulic modeling with defences shows that the flood risk at the site is reduced to 'very low' (Less than 0.1% AEP chance of flooding). The main reason for the Flood Zone 3 classification is the potential for a breach of the tidal defences on the Liverpool Bay Coastline. Updated data for changed sea levels in 2018 (set out within the 2019 SRA) altered this to a 0.5% AEP chance of flooding. As the Site sits approximately 1.8km away from the Wallasey Embankment it is unlikely to be affected by a localised wave overtopping event. A major overtopping event would also impact upon the majority of Meols and can be accounted for through careful design of the development and its access points. We consider that the need for development in Meols far outweighs the risk from flooding. When comparing other sites against the same major flood risk categories, SHLAA 4068 will provide the largest number of houses and will require the least amount of mitigation work to ensure the risk is mitigated and is the only site which is not subject to an additional high flood risk from other (fluvial) sources.	The site sifting process in the Green Belt to determine which locations might be suitable was a separate exercise carried out by the Council, not a part of the SA.
HIMOR	LPSA-53	The Sustainability Appraisal (SA) published alongside the Draft Local Plan does not assess any alternatives to delivering a housing requirement which is beyond the minimum OAN derived from the Standard Method. As this requirement will fail to meet the needs of the Borough, it is necessary for the SA to test a higher housing requirement which is capable of delivering both urban intensification and the additional development necessary to meet the needs of settlements outside of the main urban area. Paragraph 3.2.2 of the SA states that any option that would not meet the minimum target of 12,000 homes has been considered to be unreasonable. Given that the Council has no certainty that it will be able to deliver on Option 1A we suggest that it should be discounted as a reasonable alternative for the Local Plan. The Council must identify an Option which, as a minimum, is likely to meet its minimum housing requirement derived from the Standard Method for calculating Local Housing Need.	The Council considers Option 1a to be reasonable as it would involve site capacity to achieve 12,000 dwellings. The Council believes that the supply of deliverable land exceeds 12,000 dwellings, and so this option is not unreasonable. With regards to the level of housing delivery, each of the options makes allowance for at least 14,000 dwellings in the assumed supply to ensure that needs can be met in full.
Wallace Land Investments	LPSA-66	The emphasis in the Sustainability Appraisal (SA) is skewed towards environmental rather than social or economic impacts. It does not assess reasonable alternatives for the scale of development required to meet local needs. The lack of an adopted development plan will have undoubtedly had a negative impact on the delivery of sustainable development, which should in line with national policy include providing a significant boost to delivering new homes and economic prosperity. A key component for the SA will be to determine how many homes need to be delivered and where to place them. Regarding the quantum to be delivered, a number of options must be tested in terms of their impact on the economic, social and environmental characteristics of the Borough. The obvious reasonable alternatives to consider would be: the standard method calculation for LHN, which results in 800 dpa; the localised assessment of housing needs in the 2016 SHMA at 875 – 1,235 dpa; and an assessment that aligns with employment growth projections, as per the example we set out in our attachment at up to 1,300 dpa. The SA only currently tests spatial options which are proposed to address the shortfall in the housing supply based on the standard method calculation for LHN. It does not consider the economic impacts of the standard method approach. The SA should also consider spatial options which would allow for a higher housing target to be achieved, which might find that the delivery of more homes has a significant positive effect on the economy, health, population and community, heritage and other topics. It may follow that there could be a greater negative effect on the environment, but this must be weighed against the positives. Given that the level of planned housing delivery from the standard method will fail to support the level of planned jobs/employment growth within the Council's preferred economic strategy, a significant increase in in-commuting must be assumed, which the Sustainability Appraisal has failed to consider. We do not consider that the urban area will have the ability to deliver the number of homes expected within the plan period. We agree with the conclusions discounting a single, new large settlement. The short term positive effect for housing delivery associated within Option 1A may be overestimated because the SA does not take account of notoriously slow rates of urban delivery in the past. Only the dispersed Green Belt option (Option 2A) has the potential for significant positive effects for both housing and biodiversity. Whilst the significant positive effect for biodiversity may be 'uncertain', this could be secured through plan policies for offsetting / net gain. Option 2B only scores better for climate change based on the potential for district heating, which seems very unlikely given that the evidence points to Birkenhead and Wirral Waters. Both Green Belt options should be scored the same for health as both would lead to growth in areas of deprivation and could lead to improvements in health facilities (through improvements to existing facilities or through a potential new satellite health facility).	The SA process is grounded in the SEA regulations, which focuses more heavily on environmental factors. It is also important not to separate social and economic factors that are represented in 'environmental' objectives. For example, preservation of heritage and wildlife has benefits in terms of tourism, health and wellbeing and the wider economy. The SA framework was prepared through a legally compliant scoping process that was consulted upon. The framework is considered to be appropriate. The Council consider that it has tested the reasonable alternatives in relation to housing growth and this is compatible with the predicted economic growth.
Leverhulme	LPSA-68	The report fundamentally misinterprets the options. This has led to an approach that is overly simplistic and polarised to favour the Council's Preferred Approach. The appraisal of Green Belt release options (2A/2B) seems to have been undertaken on the basis that all or the majority of the Borough's housing development will be allocated to sites released from the Green Belt. It ignores the fact that under these options, only around 2,500 homes of the Council's suggested requirement of at least 12,000 would be provided from Green Belt sites. Therefore, these options will still see 80% of the plan's housing delivery coming from urban sites, mainly brownfield and in locations east of the M53. However, the Interim SA's assessments of the impacts of Options 2A and 2B fail to properly acknowledge this. Paragraph 5.11.7 is an example where it is stated that Options 2A and 2B focus "solely or heavily on Green Belt release to meet a large proportion of housing needs". This is simply not the case. Paragraph 5.11.8 continues to recognise an "element of brownfield regeneration" involved for Options 2A and 2B; the Council are proposing more than just an "element" coming from brownfield sites, even if Green Belt release is required. The Council proposes that the vast proportion of development take place on brownfield land and that a very small proportion – not a large proportion – take place on Green Belt land. A further example is at paragraph 5.15.12 when summarising the negative impacts of Option 2B by stating that "the majority of new homes would be poorly located in relation to existing and new jobs" (our emphasis). The report takes an inconsistent and judicious approach to its analysis of the spatial options. There are a number of occasions where Options 1A/1B have benefited from a precautionary approach being taken or conversely have benefited from a precautionary approach not having been taken, whilst Options 2A/2B have been penalised on a number of occasions. For example, the report does not appropriately consider the Council's own concerns over their preferred strategy voiced elsewhere in the Issues and Options document and expanded upon in these representations. These include, amongst other things, the delivery challenges, land remediation costs, viability challenges leading to under provision of affordable housing and dense developments not responding appropriately to the housing mix required. The report inadequately considers the potential habitat and biodiversity improvements that could be achieved from a comprehensive approach to development, should the Council wish to partner with ourselves as outlined in the attached Vision Document. For example, paragraph 5.3.15 states that "It should be noted that for each option, the potential for enhancement is mentioned. However, this has not been factored fully into the assessment, as there are no details at this stage as to what would be involved, and whether this would be achievable. This does not mean that significant or minor negative effects are a certainty though, as it is acknowledged several site options fall into areas that have been identified as green infrastructure enhancement areas". Finally, the report makes an overly positive assessment for Option 1A/1B in its conclusion at paragraph 5.15.3, "Option 1A/1B is predicted to have positive effects across all the sustainability objectives with the exception on water resources". This disregards the potential minor negative effects associated with these options across 9 of the 13 parameters and the potential major negative effects on heritage assets. It also makes huge assumptions on delivery of the brownfield urban regeneration schemes; "the effects on health, wellbeing and population are significantly positive, as there is a presumption that new social infrastructure will be provided with new development that will benefit new and existing communities in areas of need." (our emphasis). This does not reflect the precautionary approach taken elsewhere, especially in the assessment of Green Belt release options. It then proceeds to make an overly negative assessment for Option 2A at paragraph 5.15.9, "from an environmental perspective the effects are mostly negative" despite potential positive impacts being assessed for biodiversity, heritage, landscape and water resources.	The Green Belt Options assume there is an element of urban concentration (as illustrated on the options maps). It is the residual growth that is presumed to be at the Green Belt sites. The SA has not interpreted the options otherwise. The assessment of the greenbelt options recognises the contribution made by urban sites, but the overall scores take account of both brownfield and greenfield / green belt land that would be required to meet housing needs. All options have been treated the same with regards to commitments and completions (which is taken as the 'baseline position'. Therefore, the effects predicted relate to the additional growth that is proposed (and how this interacts with the baseline position). The positive effects with regards to housing for Options 1A/1B are noted to have uncertainties. This reflects the potential issues identified by the Council (which the Council continues to work to address). The dispersed option has been afforded a definite significant positive effect in this respect. The summary of effects for options 1a/1b discuss the full range of effects, including negatives, as per paras 15.13.4 - 15.16. With regards to health and wellbeing and the assumption about social infrastructure, it is made clear that access to existing facilities is more likely for the urban approaches, and that greenbelt development would be in more peripheral locations. This is a reasonable assumption given the location of sites and community infrastructure. It is also acknowledged that new facilities have a part to play. With regards to biodiversity, potential positive effects are recorded for each option. We consider that these factors have been dealt with consistently between options and appropriate to the strategic nature of the assessment. The overall conclusions for Option 2A (and indeed each option) present a discussion of both positive and negative effects; we do not consider the assessments or summaries are overly negative for the Green Belt options. Updates have been made to the options assessment to make it clearer that there would also be benefits in the urban areas for the green belt options.

Leverhulme	LPSA-70	<p>Population and communities paras 5.12.1-5.12.6: There is a contradictory assessment of employment sites; at paragraph 5.12.1 it states that the majority of employment land sites are "high quality employment opportunities", though with no evidence provided as to how this judgment has been reached. However, at paragraph 5.12.5 the report points to the "vacant and poor-quality sites involved for Options 1A/1B". Moreover, Options 1A and 1B are still given the highest significant positive rating despite the admission at paragraph 5.12.6 that the brownfield options have "no immediate links to green infrastructure networks in the countryside". Population and communities para 5.12.9: Paragraph 5.12.9 illustrates the erroneous approach to the SA in terms of appraising Options 2A and 2B. It states that these options would bring "an element of urban regeneration", however both of these options would still comprise 80% or more of the Borough's housing development being delivered from urban sites, mainly through brownfield regeneration. Transport para 5.13.6: The assessment of Option 1A and 1B is overly optimistic. Both options are given significant positive effects (with no question mark) despite the conclusion at 5.13.6 that these effects "could be generated" (our emphasis) and bearing in mind the Council's admission in the Issues and Options consultation document that infrastructure upgrades and sustainable travel. The precautionary approach taken to other assessments, especially those for Options 2A and 2B, does not seem to have been taken here.</p> <p>Transport para 5.13.9: Paragraph 5.13.9 discusses social infrastructure provision when making an assessment on transport impacts. It also assumes that none of the developments proposed by Option 2A are large enough to fund transport upgrades or on-site improvements to social infrastructure whilst at least one of the sites could provide in excess of 1,000 dwellings. Transport para 5.13.9: Paragraph 5.13.9 is another example of the simplistic nature of the assessment. When assessing Option 2B it states that "the good access [to services and facilities] afforded by Option 1 would be absent". This is simply not the case when under Option 2B, 80% of the housing development would remain located within the urban areas. Conclusion para 5.16.2: Paragraph 5.16.2 comments about how Option 1A/1B would provide housing in a "range of locations", however the Council admits itself that these options intentionally prioritise brownfield generation and avoid allocating new development in rural locations or urban locations west of the M53. Taking all of the above in account, we would suggest that the summary table for options 1A, 1B, 2A and 2B should be corrected. In the attached Vision Document we have described a hybrid of the Options 2a and 2b, essentially allocating the Single Urban Extension described in 2b and supplementing it with additional land parcels released from Green Belt to meet residual needs. The attached document provides our own summary table showing the strength of our proposed hybrid option.</p>	<p>With regards to the overall effects for transport, we agree that positive effects ought to be recorded in relation to the urban growth that would still be involved under the Green Belt options. The options assessment has been amended accordingly. We consider that the assumptions relating to transport and infrastructure upgrades are appropriate with regards to growth at the periphery of settlements. The detailed assessments at Appendix B also recognise that the residual effects could be different if improvements were delivered on site. However, generally speaking, these sites are further away from existing services and could have poorer accessibility. The detailed assessments in Appendix B acknowledge the greater potential that larger strategic extensions could have in relation to social infrastructure provision on site. However, the overall scores take account of other factors too though such as the likely increase in car trips from a large urban extension. As mentioned above, positive effects will be recorded overall, which balances the scores somewhat. In checking these issues, it has been noticed that table at 15.6.1 does not accurately reflect the effects in terms of certain criteria (for example, the minor negative effects associated with option 1a/1b for transport are not recorded in the summary box), so necessary amendments have been made. The quality of employment sites has been identified from the WELP. There are good opportunities for growth, but alongside this there are vacant and underused pieces of land and buildings that could come forward for housing. The findings are appropriate in this respect. The options appraisal will be updated to make it clear that the benefits of urban regeneration for communities would still occur for the Green Belt options, generating significant positive effects.</p>
Leverhulme	LPSA-69	<p>Air quality para 5.2.5: The report optimistically concludes that the preferred options 1A/1B will bring minor positive effects in air quality despite the "substantial growth proposed in areas that experience poorer levels of air quality" and the Council's own concerns about the deliverability of sustainable transport initiatives. Biodiversity para 5.3.4: There is inconsistency in the analysis used in the report. Paragraph 5.3.4 points to potential negative effects on biodiversity assets and species' natural habitats from employment sites in waterside locations along the Mersey Estuary coastline. This would apply to all options. However whilst paragraph 5.3.16 identifies that all three of the Council's Green Belt release options (2A, 2B and urban extension of Eastham) would present significant negative effects (red double cross) associated with this employment growth, it does not make such as observation or record it in the colour coded appraisal summary for the Council's preferred options 1A and 1B. Whilst it is identified that development will be required to avoid and mitigate effects and ultimately achieve net gain, the potential for negative effects exist, however this has not been translated into an assessment for Options 1A and 1B which should be changed to a range from red to light green in the summary tables. Biodiversity para 5.5.13 (and others): The Interim SA report comments on a number of occasions about how Options 2A/2B could potentially have significant negative effects due to their use to support Ramsar/SPA/SAC species (example at paragraph 5.15.13). However, these species are protected by European law for the very purpose of protecting them against such significant negative effects. The Habitats Regulations Assessment, outlined at paragraph 5.95 policy text to ensure that appropriate avoidance measures and mitigation will be required and secured through future planning applications. Flood risk/ climate change adaptation para 5.4.1/5.4.2: Paragraph 5.4.1 identifies three sites which fall within F2Z and 3 and/or are affected by surface water flooding. These include two of the Council's three strategic sites within the Commercial Core (shown at Table 2.8 of the Issues and Options consultation paper), namely Woodside and Hind Street. Between them the three sites identified as placing "residents at risk of flooding" (paragraph 5.4.2) are assumed by the Council to be delivering up to 1,187 new homes over the plan period. Climate change mitigation para 5.5.3-5.5.12: The assessment of the Council's Options 1A and 1B ranges from minor positive effect to significant positive effect, part of which is predicated on the mitigation impacts of decentralised energy schemes provided by large urban schemes, "there is no solid evidence" to support (paragraph 5.5.3) as well as stating that larger urban brownfield redevelopment sites may be appropriate for "delivering strategic green infrastructure improvements" but providing no further details (paragraph 5.5.4). Nevertheless, these options are still assessed positively. Conversely when appraising the Green Belt release options, mitigation options are mostly discounted and even the uncertainty expressed strongly at paragraph 5.5.12 is not reflected in the summary table at 5.16.1. Health para 5.7.7: Consideration of the benefits of access to the countryside is not made when assessing Option 2A. Also the assessment for this option at paragraph 5.7.7 is neutral or potentially minor negative, however the summary table at 5.16.1 only shows a potentially minor negative rating. Housing various paras: The significant positive effects shown for Options 1A/1B rely on the delivery of but viable, deliverable housing of an appropriate scale, tenure and mix; brownfield sites to respond to the Borough's housing challenges. Housing para 5.9.7: Options 1A/1B are considered at paragraph 5.9.7 as performing equally well as Option 2A in terms of geographical distribution despite concentrating growth almost exclusively to the east of the M53 at the expense of distributing new homes more evenly across the Borough. Land and soil para 5.10.4: Option 2B shows a significant negative effect, however at paragraph 5.10.4 the assessment points to impacts on grade 3b land, which is not classified as Best and Most Versatile land. Landscape paras 5.11.4-5.11.6: The report has not adopted the precautionary approach used elsewhere when assessing the potential negative impacts on the character of the River Mersey frontage (identified at paragraph 5.11.4). This inconsistent approach has led to the significant positive assessment for Options 1A and 1B as it is assumed that good scheme design could mitigate against these. However (and notwithstanding the fact that Options 2A and 2B would likely also result in such changes occurring along the Mersey frontage), a precautionary approach is then taken when assessing potential landscape impacts for Option 2B and the option is assessed as leading to significant negative effects despite discussion at paragraph 5.11.6 of the "likely substantial roles for green infrastructure and landscaping schemes".</p>	<p>With regards to biodiversity, each option has been treated consistently in relation to para 5.3.4, and negative effects are recorded. The overall summary for options 1a and 1b need to be amended to clarify that these are potential significant negative effects (rather than minor). It should also be noted that the overall significant negative effects recorded for the Green Belt options also reflects an increased potential to affect land that is functionally linked to the SAC/SPA sites. The assessments and summary tables have been amended to clarify that the benefits of growth in the urban areas will still arise for the Green Belt options.</p>
Wallace Land Investments	LPSA-64	<p>We consider that the dispersed Green Belt option (Option 2A) is preferable when considering the delivery of new homes across the Borough and the potential significant positive effects on biodiversity and the effects on landscape. Of all the spatial options considered, only the dispersed Green Belt option has the potential for significant positive effects for both housing and biodiversity. Whilst the Sustainability Appraisal identifies the significant positive effect for biodiversity may be 'uncertain', we consider that before a site is released from the Green Belt if it has been demonstrated that offsetting / net gain measures are achievable then this significant positive effect would arise if controlled by suitable policies within the plan. Furthermore, whilst the single location Green Belt option (Option 2B) scores better for climate change mitigation in the Sustainability Appraisal this is based on the potential for district heat on the larger site, which seems very unlikely given that mapping for district heat has pointed to the Birkenhead area as having most potential, which is being looked at in more detail including the Wirral Waters area. Also, whilst the single location Green Belt option scores better for health in the Sustainability Appraisal, we consider that both Green Belt options should be scored the same; both would lead to growth in areas of deprivation and both could lead to improvements in health facilities (through improvements to existing facilities or through a potential new satellite health facility).</p>	<p>We consider that the assumptions about a larger settlement expansion providing greater potential for new onsite facilities (compared to a combination of smaller dispersed sites) is valid. The overall performance of option 2b in terms of mitigation is slightly more positive compared to the dispersed option. This is not just based on the theoretical potential for district heating, but also the greater potential to deliver on site local services that reduce carbon emissions from transport. In terms of health and wellbeing, the single settlement option is more likely to support on site health facilities and other social infrastructure, creating sustainable communities. This accounts for the slightly more positive effects compared to 2a.</p>
Wallace Land Investments	LPSA-45	<p>The emphasis on items assessed in the Sustainability Appraisal is clearly skewed towards environmental rather than social or economic impacts. This is further compounded by the fact that it does not assess reasonable alternatives when it comes to considering the scale of development required to meet local needs. In the context of Wirral, it must be recognised that the Council have not had a forward looking and adopted development plan in place for the best part of two decades, which will have undoubtedly had a negative impact on the delivery of sustainable development, which has the prospect of continuing into the future if this plan is not fully compliant with national policy, which provides a clear emphasis on providing a significant boost to delivering new homes and economic prosperity. In the context of this Local Plan, a key component for the Sustainability Appraisal will be to determine how many homes need to be delivered over the next 15-20 years and where to place them. Regarding the quantum of new homes to be delivered, a number of options must be tested in terms of their impact on the economic, social and environmental characteristics of the Borough. The obvious reasonable alternatives to consider in this regard would be: the standard method calculation for LHN, which results in 800 dpa; an assessment of housing needs that aligns with employment growth projections, as per the example we set out in our attachment at up to 1,300 dpa. However, the Sustainability Appraisal only tests the spatial options which are proposed to address the shortfall in the housing supply based on the standard method calculation for LHN. It does not consider the economic impacts of the standard method approach. The Sustainability Appraisal should also consider spatial options which would allow for a higher housing target to be achieved. In doing so, it might determine that the delivery of more homes has a significant positive effect on the economy, health, population and community, heritage and other topics. It may follow that there could be a greater negative effect on the environment, but this must be weighed against the positives. Or it may follow that the effect on the environment is negligible. Either way, the fact remains that the Sustainability Appraisal has failed to consider any additional or reasonable alternatives in this regard. This is of particular relevance as there is a clear disconnect between the potential number of jobs that could be developed through the Council's preferred economic strategy and the number of jobs that could be supported through the delivery of new homes in accordance with the standard method. Given that the level of planned housing delivery will fail to support the level of planned jobs/employment growth, it must be assumed that there would need to be a significant increase in in-commuting from beyond the Borough, which the Sustainability Appraisal has failed to consider. The Sustainability Appraisal assumes that the proposed urban housing allocations will provide 5,310 homes. We do not consider that the urban area will have the ability to deliver this number of homes within the plan period. However, since the Sustainability Appraisal assumes that there will simply be an under-supply, and then goes on to consider various options to account for this under supply, including urban intensification and Green Belt release we take no issues with the spatial options considered in the Sustainability Appraisal. The Sustainability Appraisal discounts a single, new large settlement as an option because of the existing geography of Wirral, the configuration of the existing urban area, the pattern of strongly, moderately and weakly performing parcels, the scale of the development likely to be required and the absence of an obviously sustainable location, with access by a wide choice of sustainable transport. We agree with these conclusions.</p>	<p>The SA process is grounded in the SEA regulations, which focuses more heavily on environmental factors. It is also important not to separate social and economic factors that are represented in 'environmental' objectives. For example, preservation of heritage and wildlife has benefits in terms of tourism, health and wellbeing and the wider economy. The SA framework was prepared through a legally compliant scoping process that was consulted upon. The framework is considered to be appropriate. The Council consider that the reasonable alternatives for housing growth have been identified and appraised adequately.</p>

Russell Homes Ltd	LPSA-42	<p>Environmental considerations account for nine of the thirteen topics covered in the Sustainability Appraisal. The emphasis is clearly skewed towards environmental rather than social or economic impacts. National policy provides a clear emphasis on providing a significant boost to delivering new homes and economic prosperity. It does not assess reasonable alternatives when it comes to considering the scale of development required to meet local needs. The Council have not had a forward looking and adopted development plan in place for the best part of two decades. This will have undoubtedly had a negative impact on the delivery of sustainable development. The whole process should identify ways the Local Plan can contribute to improvements in economic, social and environmental conditions, as well as mitigating any potential adverse effects that the plan may cause. A number of options for the quantum of new homes should be considered. The obvious reasonable alternatives would be: standard method calculation for Local Housing Need (LHN), which results in 800 dpa; the localised assessment of housing needs in the Council's 2016 Strategic Housing Market Assessment at 875 – 1,235 dpa; and an assessment that aligns with employment growth projections, as per the example we set out at up to 1,300 dpa. The Sustainability Appraisal only tests the spatial options which are proposed to address the shortfall in the housing supply based on the standard method calculation for LHN and does not consider the economic impacts of the standard method approach. The delivery of more homes may have a significant positive effect on economy, health, population and community, heritage and other topics. Any greater negative effect on the environment must be weighed against the positives. If the level of planned housing delivery fails to support the level of planned jobs/employment growth, there would need to be a significant increase in in-commuting. The Sustainability Appraisal has failed to consider the implications of this. We agree with the conclusion that a single, new large settlement should be discounted for the reasons set out. We consider that the short-term positive effects for housing delivery associated within Option 1A may be overestimated because the Appraisal does not take account of the notoriously slow rates of delivery witnessed within the Wirral's urban areas in the past. We consider that the findings of Sustainability Appraisal apply to Green Belt sites generally and not just the specific sites identified within the Issues and Options paper. We consider that the dispersed Green Belt option (Option 2A) is preferable when considering the delivery of new homes across the Borough, the potential significant positive effects on biodiversity and the effects on landscape. Only the dispersed Green Belt option has the potential for significant positive effects for both housing and biodiversity. The nature of the dispersed Green Belt release makes it more likely that sites will achieve enhancement of biodiversity on-site and strategic improvements to green infrastructure, when compared to the Green Belt release sites in one location. Whilst the Sustainability Appraisal identifies the significant positive effect for biodiversity may be 'uncertain', we consider that before a site is released from the Green Belt if it has been demonstrated that offsetting / net gain measures are achievable then this significant positive effect would arise if controlled by suitable policies within the plan. Whilst Option 2B scores better for climate change mitigation, this is based on the potential for district heat on the larger site, which seems very unlikely given that mapping for district heat has pointed to Birkenhead as having most potential. We consider that both Green Belt options should be scored the same for health, as both would lead to growth in areas of deprivation and both could lead to improvements in health facilities, through improvements to existing facilities or through a potential new satellite health facility. We consider that the Sustainable Appraisal should recognise that Option 2B would take much longer to deliver than Option 2A, due to the substantial infrastructure requirements. It should also be recognised that the delivery of housing in a single location would saturate the market, affecting sales and build-out rates. It is likely that no more than 3 to 4 housebuilders would build out at the same site under Option 2B, regardless of site size, whereas Option 2A would enable multiple housebuilders to deliver across the Borough at the same time.</p>	<p>The SA process is grounded in the SEA regulations, which focuses more heavily on environmental factors. It is also important not to separate social and economic factors that are represented in 'environmental' objectives. For example, preservation of heritage and wildlife has benefits in terms of tourists, health and wellbeing and the wider economy. The SA framework was prepared through a legally compliant scoping process that was consulted upon. The framework is considered to be appropriate. With regards to the delivery of housing, the appraisal reflects the potential delivery issues raised, with 2A scoring significantly positive, whilst 2b and 2c only minor positives with regards to housing. The Council consider that the reasonable alternatives for housing growth have been identified and appraised adequately.</p>
Leverhulme	LPSA-67	<p>We wish to highlight what we consider to be a number of inconsistencies and errors within the Interim Sustainability Appraisal Report: Appraisal of Spatial Options as well as to make a number of comments on the approach taken to assessing the various development options. It is also noted that this document also raises serious issues regarding the suitability of three of the Council's largest brownfield land allocations, including those at Woodside and Hind Street. The presentation of the summary information lacks clarity, is confusing and inaccurate. For example: The summary tables show a neutral effect as grey rather than the blue used in the text, a grey colour would usually imply a lack of consideration rather than a neutral effect and is therefore confusing to the reader; The summary tables in section 5.15 are hard to interpret, it is not clear that the assessment results are showing a possible range for impacts (for example Option 1A/1B the assessment for heritage is from a significant positive impact to a significant negative impact), especially when the labelling is inserted into the centre of the colour coding sections and neutral boxes are not coloured; Likewise, the side by side summary table at 5.16 is confusing and does not explain that it is showing a potential range of impacts in some cases for each option; The table at 5.15.2 shows results for Option 1A/1B when there should be two separate tables as the assessment of certain parameters is different for these options. For example, housing is shown in the table as a range from significant positive to minor positive. However, the side by side comparison summary table at 5.16.1 shows significant positive for 1A and a range from minor negative to significant positive for 1B. There are a number of inaccuracies and inconsistencies between the summary tables in section 5.15 and the side-by-side summary table at section 5.16. There are also inconsistencies between the conclusions drawn in discussion sections: Table in 5.15 for Option 1A/1B does not show the minor negative impact shown for housing for Option 1B in table at 5.16; Table in 5.15 for Option 1A/1B does not show the minor negative impact shown for land and soil in table at 5.16; Table in 5.15 for Option 1A/1B does not show the potential major positive impact shown for climate change mitigation in table at 5.16; The side by side summary table at 5.16 does not show the minor negative impacts for landscape and transport for Options 1A/1B shown in the table at 5.15; The side by side summary table at 5.16 does not show the minor positive impacts for population and community for Options 1A/1B shown in the table at 5.15; The summary table for Option 2A shows a minor positive impact for housing when the side by side table only shows a major positive impact; The summary table for Option 2B shows a minor negative impact for land and soil when the side by side tables only show a major negative impact.</p>	<p>Comments relating to formating choices are considered to be a matter of opinion. The summary tables in section 5.15 show that there could be both positive and negative effects with regards to sustainability topics. This relates to different effects in different locations, and / or different effects in relation to the specific elements of the SA Topics. The appraisal summaries will be updated to ensure that there are no inconsistencies in the transfer of effects from one part of the SA report to another.</p>
North West Construction	LPSA-48	<p>Environmental considerations account for nine of the thirteen topics covered in the Sustainability Appraisal. The emphasis is clearly skewed towards environmental rather than social or economic impacts. National policy provides a clear emphasis on providing a significant boost to delivering new homes and economic prosperity. It does not assess reasonable alternatives when it comes to considering the scale of development required to meet local needs. The Council have not had a forward looking and adopted development plan in place for the best part of two decades. This will have undoubtedly had a negative impact on the delivery of sustainable development. The whole process should identify ways the Local Plan can contribute to improvements in economic, social and environmental conditions, as well as mitigating any potential adverse effects that the plan may cause. A number of options for the quantum of new homes should be considered. The obvious reasonable alternatives would be: standard method calculation for Local Housing Need (LHN), which results in 800 dpa; the localised assessment of housing needs in the Council's 2016 Strategic Housing Market Assessment at 875 – 1,235 dpa; and an assessment that aligns with employment growth projections, as per the example we set out at up to 1,300 dpa. The Sustainability Appraisal only tests the spatial options which are proposed to address the shortfall in the housing supply based on the standard method calculation for LHN and does not consider the economic impacts of the standard method approach. The delivery of more homes may have a significant positive effect on economy, health, population and community, heritage and other topics. Any greater negative effect on the environment must be weighed against the positives. If the level of planned housing delivery fails to support the level of planned jobs/employment growth, there would need to be a significant increase in in-commuting. The Sustainability Appraisal has failed to consider the implications of this. We agree with the conclusion that a single, new large settlement should be discounted for the reasons set out. We consider that the short-term positive effects for housing delivery associated within Option 1A may be overestimated because the Appraisal does not take account of the notoriously slow rates of delivery witnessed within the Wirral's urban areas in the past. We consider that the findings of Sustainability Appraisal apply to Green Belt sites generally and not just the specific sites identified within the Issues and Options paper. We consider that the dispersed Green Belt option (Option 2A) is preferable when considering the delivery of new homes across the Borough, the potential significant positive effects on biodiversity and the effects on landscape. Only the dispersed Green Belt option has the potential for significant positive effects for both housing and biodiversity. The nature of the dispersed Green Belt release makes it more likely that sites will achieve enhancement of biodiversity on-site and strategic improvements to green infrastructure, when compared to the Green Belt release sites in one location. Whilst the Sustainability Appraisal identifies the significant positive effect for biodiversity may be 'uncertain', we consider that before a site is released from the Green Belt if it has been demonstrated that offsetting / net gain measures are achievable then this significant positive effect would arise if controlled by suitable policies within the plan. Whilst Option 2B scores better for climate change mitigation, this is based on the potential for district heat on the larger site, which seems very unlikely given that mapping for district heat has pointed to Birkenhead as having most potential. We consider that both Green Belt options should be scored the same for health, as both would lead to growth in areas of deprivation and both could lead to improvements in health facilities, through improvements to existing facilities or through a potential new satellite health facility. We consider that the Sustainable Appraisal should recognise that Option 2B would take much longer to deliver than Option 2A, due to the substantial infrastructure requirements. It should also be recognised that the delivery of housing in a single location would saturate the market, affecting sales and build-out rates. It is likely that no more than 3 to 4 housebuilders would build out at the same site under Option 2B, regardless of site size, whereas Option 2A would enable multiple housebuilders to deliver across the Borough at the same time.</p>	<p>The SA process is grounded in the SEA regulations, which focuses more heavily on environmental factors. It is also important not to separate social and economic factors that are represented in 'environmental' objectives. For example, preservation of heritage and wildlife has benefits in terms of tourists, health and wellbeing and the wider economy. The SA framework was prepared through a legally compliant scoping process that was consulted upon. The framework is considered to be appropriate. The Council consider that the reasonable alternatives for housing growth have been identified and appraised adequately. The findings are also considered to be appropriate and justified at this stage.</p>

Port Dredging Ltd	LPSA-60	<p>The 2019 NPPF discuss the importance of maintaining effective cooperation, with paragraph 24 confirming that local planning authorities are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries. Paragraph 27 later confirms that to demonstrate effective and on-going joint working, strategic policy making authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these. In the case of the Wirral, in addition to the Local Plan, the development plan will also include the Spatial Development Strategy for the Liverpool City Region (LCR). The exact timetable to produce the Spatial Development Strategy has yet to be confirmed, albeit the intention is to produce the plan in 2020. To date, the LCR has a draft Statement of Common Ground (July 2019) ("SoCG") amongst the constituent LCR authorities with a resolution to adopt the SoCG, which is to be published shortly, following minor changes. In terms of housing requirements, the LCR SoCG states that the constituent LCR authorities agree that future Local Plan housing requirements will either equal or exceed the identified LHN, with the 2017 Liverpool City Region Strategic Housing and Employment Land Market Assessment ("SHELMA") informing an alternative approach for any higher figure for some authorities. The LCR authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current plan periods. Whilst this is clearly an evolving process as the Spatial Development Strategy progresses further, we have seen no evidence to date that would indicate that Wirral could not meet its own development needs and not accommodate some of the housing needs arising from Liverpool in particular, should this be deemed necessary in the future. Whilst Liverpool will undoubtedly have sufficient land to accommodate many more apartments and urban, city living accommodation, it is anticipated that it will struggle to continue to provide suitable land for family housing due to its tight boundaries around its existing urban area. Therefore, Wirral will need to play its part in meeting these overspill needs should this transpire. We are aware that the LCR authorities intend to keep these matters under regular review and that Wirral Council is meeting all the LCR authorities. We are aware that the Wirral is preparing a SoGC with Cheshire West and Chester Council ("Cwac"), with initial indications that Cwac would not be able to accommodate any of Wirral's housing needs as this would itself require the release of Green Belt. As such, whilst it is understandable that an advanced SoCG has not been prepared at the Regulation 18 stage, it is important that at the time the Draft Local Plan is published under Regulation 19, that the SoCGs clearly evidence an open dialogue between the other LCR authorities and Cwac with an agreement on where Wirral's and adjoining authorities housing needs are to be met. This is to ensure that the NPPFs requirement to maintain effective cooperation is met.</p>	There is no indication that Wirral will be required to meet unmet needs from other authorities within the Plan period.
Port Dredging Ltd	LPSA-62	<p>As we come on to shortly, we raise particular concerns with the findings of Option 2B (Urban Expansion), which provides assessment of both the currently preferred Heswall urban extension with the alternative Eastham extension, which the Raby Hall Road site forms part of. The Sustainability Appraisal assumes that the proposed urban housing allocations will provide 5,310 homes. As we explain in greater detail in subsequent chapters, we do not consider that the urban area will have the ability to deliver this number of homes within the plan period. However, since the Sustainability Appraisal assumes that there will simply be an under-supply, and then goes on to consider various options to account for this under supply, including urban intensification and Green Belt release we take no issues with the spatial options considered in the Sustainability Appraisal. The Sustainability Appraisal discounts a single, new large settlement as an option because of the existing geography of Wirral, the configuration of the existing urban area, the pattern of strongly, moderately and weakly performing parcels, the scale of the development likely to be required and the absence of an obviously sustainable location, with access by a wide choice of sustainable transport. We broadly agree with these conclusions, although the full benefits of a multiple larger settlements should still be considered. The Sustainability Appraisal goes on to say that a hybrid option, that considers parts of each spatial option, may also be appropriate depending on the final amount of new development that needs to be accommodated, and will be considered in greater detail at the next stage of plan making. We are supportive of this mixed approach of spatial options, as both brownfield and Green Belt release sites will be required to deliver the Wirral's emerging housing requirements. Urban Intensification Options One of the main differences between Option 1A and 1B in the Sustainability Appraisal, is that Option 1A scores better for housing because it will generate positive effects in the short term (whereas Option 1B would have a slower rate of delivery). However, for the reasons set out in these representations we consider that the short-term positive effects for housing delivery associated with Option 1A may be overestimated in the Sustainability Appraisal because it does not take account of the notoriously slow rates of delivery witnessed within the Wirral's urban areas in the past. The most appropriate approach, in our view, is to plan for further Green Belt release and as such we are encouraged that the Sustainability Appraisal considers the release of Green Belt. Green Belt Options Upon review of Options 2A and 2B, the main differences between dispersed (Option 2A) and single location (Option 2B) Green Belt release in the Sustainability Appraisal are that: The dispersed option scores better for housing as it will provide homes from a range of sites across the Borough that are unlikely to have deliverability issues (whereas the benefits of the single location option would not be spread across the Borough); The dispersed option has the potential to score better for biodiversity given its potential to improve ecological value on sites across several locations (whereas the benefit of the single location option would not be spread across the Borough); and The dispersed option scores better for landscape because sites would not lead to coalescence (whereas the single location option would). We recommend that a blended approach encompassing elements of all spatial options is pursued. That is, brownfield development and a dispersed approach to Green Belt release should be sought across the Borough, but this can also incorporate larger sustainable urban extensions, not just a focus on one major growth area as suggested at Heswall (to deliver up to 2,500 dwellings). One of the reasons for this is that the nature of the dispersed Green Belt release makes it more likely that sites will achieve enhancement of biodiversity on-site and strategic improvements to green infrastructure, when compared to one significant Green Belt release site in one location. Whilst the Sustainability Appraisal identifies the significant positive effect for biodiversity may be 'uncertain', we consider that before a site is released from the Green Belt if it has been demonstrated that offsetting / net gain measures are achievable then this significant positive effect would arise if controlled by suitable policies within the plan.</p>	Comments are broadly supportive of the SA, but make several comments suggesting that a further round of options testing ought to be carried out (considering blended approaches). Suggestions are also made that suggest negative effects could be mitigated. Whilst this is not disputed, it is considered that the SA has reached appropriate conclusions at this stage of assessment (i.e. highlighting the <u>potential</u> for effects).
Port Dredging Ltd	LPSA-59	<p>Paragraph 35 of the 2019 NPPF notes how local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. This section of these Representations covers the main legal and procedural requirements in relation to the preparation of a Local Plan, including: The duty to co-operate with surrounding local authorities and other bodies, as created in the Localism Act 2011 which amends the Planning and Compulsory Purchase Act 2004; and The need to ensure the Local Plan contributes to the achievement of sustainable development, in accordance with specific procedural requirements, as established by the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the Strategic Environmental Assessment ("SEA") Regulations). We highlight below certain matters that need to be considered in relation to the: Duty to co-operate ("Dtc"); and Interim Sustainability Appraisal Report: Appraisal of Spatial Options, undertaken by Aecom (dated December 2019) (ref: SA1.1) ("Sustainability Appraisal").</p>	Specific comments dealt with below.
Port Dredging Ltd	LPSA-61	<p>The Sustainability Appraisal considers the following environmental aspects; Air Quality; Biodiversity; Climate change adaptation; Climate change mitigation; Economy and employment; Health; Heritage; Housing; Land and soils; Landscape; Population and communities; Transport; and Water. Whilst we support the identification of all of these environmental considerations, it is notable that environmental considerations account for nine of the thirteen topics covered in the Sustainability Appraisal. The purpose of a Sustainability Appraisal is to fully consider the three objectives of sustainable development as defined in the NPPF. As such, whilst the environment should clearly be afforded appropriate consideration and protection, this needs to be carefully balanced with the importance of delivering new jobs, homes and other services in the Borough. Indeed, the purpose of sustainable development is to attempt to balance the three components which it encompasses, thereby taking a holistic and balanced view. It is important to note that no one arm of sustainable development is afforded more weight than the other in national planning policy, thereby a planning balance must be struck. However, the emphasis on items assessed in the Sustainability Appraisal is clearly skewed towards environmental rather than social or economic impacts. This is further compounded by the fact that it does not assess reasonable alternatives when it comes to considering the scale of development required to meet local needs. Reasonable Alternatives The Sustainability Appraisal must judge the proposed Local Plan against reasonable alternatives to ensure it is the most appropriate option to deliver the collective requirements of sustainable development. The whole process should identify ways the Local Plan can contribute to improvements in economic, social and environmental conditions as well as mitigating any potential adverse effects that the plan may cause. This will ensure that the plan is the most appropriate against the reasonable alternatives and can be used to test the evidence underpinning the plan and is important in demonstrating how the tests of soundness have been met. In the context of this Local Plan, a key component for the Sustainability Appraisal will be to determine how many homes need to be delivered over the next 15-20 years and where to place them. Regarding the quantum of new homes to be delivered, a number of options should be tested in the Sustainability Appraisal and these should be considered in terms of their impact on the economic, social and environmental characteristics of the Borough. The obvious reasonable alternatives to consider in this regard would be: Standard method calculation for LHN, which results in 800 dpa; Localised assessment of housing needs which was last assessed by the Council in their 2016 Strategic Housing Market Assessment ("SHMA") at 875 – 1,235 dpa; and An assessment of housing needs that aligns with employment growth projections. However, the Sustainability Appraisal only tests the spatial options which are proposed to address the shortfall in the housing supply based on the standard method calculation for LHN. Moreover, it does not consider the economic impacts of the standard method approach. This is therefore a fundamental flaw in the SA which will need to be addressed in future consultation rounds of the Local Plan. The Sustainability Appraisal should also consider, as reasonable alternatives, spatial options which would allow for a higher housing target to be achieved. In doing so, it might determine that the delivery of more homes has a significant positive effect on the economy, health, population and community, heritage and other topics. It may follow that there could be a greater negative effect on the environment, but this must be weighed against the positives. Or it may follow that the effect on the environment is negligible. Either way, the fact remains that the Sustainability Appraisal has failed to consider any additional or reasonable alternatives in this regard. Clearly the failure of the Sustainability Appraisal to consider alternative options is significant, however this is of particular relevance as there is a clear disconnect between the potential number of jobs that could be developed through the Council's preferred economic strategy and the number of jobs that could be supported through the delivery of new homes in accordance with the standard method. Noting that the level of planned housing delivery will fail to support the level of planned jobs/employment growth, it must be assumed that there would need to be a significant increase in in-commuting from beyond the Borough. The Sustainability Appraisal has failed to consider the implications of such an option given its potential impact on economic, social and environmental objectives.</p>	The SA process is grounded in the SEA regulations, which focuses more heavily on environmental factors. It is also important not to separate social and economic factors that are represented in 'environmental' objectives. For example, preservation of heritage and wildlife has benefits in terms of tourism, health and wellbeing and the wider economy. The SA framework was prepared through a legally compliant scoping process that was consulted upon. The framework is considered to be appropriate. The Council consider that the reasonable alternatives for housing growth have been identified and appraised adequately.

Port Dredging Ltd	LPSA-63	<p>Whilst we advocate a mixed approach to the spatial strategy, i.e. brownfield land which is supplemented by Green Belt release site across the Borough, we take particular note of the SA findings in relation to Option 2b. The Raby Hall Road site is located within the Eastham urban expansion, which was tested as an alternative to the Heswall urban expansion proposed under Option 2b. [Text from Paragraph 3.2.22 to 3.2.23 of the SA report Option 2B-Urban Expansion quoted] Upon review of the findings of the SA in relation to both the Heswall and Eastham urban expansions, we raise significant concerns relating to the site selection process and how the Council have formed a view on which sites have allocation potential and those that are omission sites. [Extract from SA findings for both options included] When comparing the assessments of the Heswall and Eastham options, the following points are of note: The Eastham urban expansion performs exactly the same as Heswall in a number of areas, including housing, health, transport etc. Eastham performs less well on heritage matters, with paragraph 5.15.18 stating that there could be significant negative effects upon heritage by affecting the setting of multiple listed buildings between Poulton and Raby Mere. Upon review of Historic England mapping it is notable that there is a cluster of listed buildings within the Poulton area, however this could be mitigated at the masterplanning stage, and should not be used to discount development of the wider Eastham land parcel, the majority of which is not subject to heritage constraints. Eastham performs better on two other matters: biodiversity and economy/employment matters. Therefore, the Eastham site performs better overall than the Heswall site when assessed against the SA criteria. The justification to identify Heswall over Eastham as the preferred urban expansion under Option 2B is therefore unclear. Whilst we outline further concerns in relation to the Council's site selection process in Chapter 5, it is clear that there is insufficient evidence to justify choosing Heswall as the preferred option under Option 2B. Furthermore, whilst it is recognised that the overall evidence base will be used to inform such planning judgements, not just the SA in isolation, it is clear that the SA has identified Eastham as a better performing option from a sustainable development perspective, not a reasonable alternative. Therefore, as part of future consultation rounds of the emerging Local Plan, further evidence must be provided by the Council to justify why Heswall is the Council's preferred urban expansion option. The findings of the SA, in addition to our findings in Chapter 5, indicate that there is no evidence to support Heswall over Eastham and therefore an element of growth should also be directed to the Eastham expansion area which actually performs better. To conclude, we consider that Green Belt release is required, and the dispersed option is clearly preferable in our view. That said, we do not consider that the sites included within the Issues and Options Consultation report, genuinely disperse new housing development throughout the Borough. As such, we strongly recommend that consideration of a hybrid option, that includes both urban sites and genuinely dispersed Green Belt sites across the settlement areas within the Urban Settlements, be a priority at the next stage of the plan process. This is a necessary and crucial step should all the new development that is required within the Borough be accommodated. We also raise concerns with the identification of the Heswall urban expansion area as the preferred option under Spatial Option 2B, when the Eastham expansion area actually performs better in the SA.</p>	<p>The Council has not chosen Heswall over Eastham as its 'preferred option', as this is merely an issues and options stage to test reasonable alternatives. The Eastham site was discounted by the Council as an unreasonable alternative for specific planning reasons. The high level appraisal in the SA was undertaken prior to these factors being determined.</p>
North West Construction	LPSA-49	<p>Environmental considerations account for nine of the thirteen topics covered in the Sustainability Appraisal. The emphasis is clearly skewed towards environmental rather than social or economic impacts. National policy provides a clear emphasis on providing a significant boost to delivering new homes and economic prosperity. It does not assess reasonable alternatives when it comes to considering the scale of development required to meet local needs. The Council have not had a forward looking and adopted development plan in place for the best part of two decades. This will have undoubtedly had a negative impact on the delivery of sustainable development. The whole process should identify ways the Local Plan can contribute to improvements in economic, social and environmental conditions, as well as mitigating any potential adverse effects that the plan may cause. A number of options for the quantum of new homes should be considered. The obvious reasonable alternatives would be: standard method calculation for Local Housing Need (LHN), which results in 800 dpa; the localised assessment of housing needs in the Council's 2016 Strategic Housing Market Assessment at 875 – 1,235 dpa; and an assessment that aligns with employment growth projections, as per the example we set out at up to 1,300 dpa. The Sustainability Appraisal only tests the spatial options which are proposed to address the shortfall in the housing supply based on the standard method calculation for LHN and does not consider the economic impacts of the standard method approach. The delivery of more homes might have a significant positive effect on the economy, health, population and community, heritage and other topics. Any greater negative effect on the environment must be weighed against the positives. If the level of planned housing delivery fails to support the level of planned jobs/employment growth, there would need to be a significant increase in in-commuting. The Sustainability Appraisal has failed to consider the implications of this. We agree with the conclusion that a single, new large settlement should be discounted for the reasons set out. We consider that the short-term positive effects for housing delivery associated within Option 1A may be overestimated because the Appraisal does not take account of the notoriously slow rates of delivery witnessed within the Wirral's urban areas in the past. We consider that the findings of Sustainability Appraisal apply to Green Belt sites generally and not just the specific sites identified within the Issues and Options paper. We consider that the dispersed Green Belt option (Option 2A) is preferable when considering the delivery of new homes across the Borough, the potential significant positive effects on biodiversity and the effects on landscape. Only the dispersed Green Belt option has the potential for significant positive effects for both housing and biodiversity. The nature of the dispersed Green Belt release makes it more likely that sites will achieve enhancement of biodiversity on-site and strategic improvements to green infrastructure, when compared to the Green Belt release sites in one location. Whilst the Sustainability Appraisal identifies the significant positive effect for biodiversity may be 'uncertain', we consider that before a site is released from the Green Belt if it has been demonstrated that offsetting / net gain measures are achievable then this significant positive effect would arise if controlled by suitable policies within the plan. Whilst Option 2B scores better for climate change mitigation, this is based on the potential for district heat on the larger site, which seems very unlikely given that mapping for district heat has pointed to Birkenhead as having most potential. We consider that both Green Belt options should be scored the same for health, as both would lead to growth in areas of deprivation and both could lead to improvements in health facilities, through improvements to existing facilities or through a potential new satellite health facility.</p>	<p>The SA process is grounded in the SEA regulations, which focuses more heavily on environmental factors. It is also important not to separate social and economic factors that are represented in 'environmental' objectives. For example, preservation of heritage and wildlife has benefits in terms of tourism, health and wellbeing and the wider economy. The SA framework was prepared through a legally compliant scoping process that was consulted upon. The framework is considered to be appropriate. The Council consider that the reasonable alternatives for housing growth have been identified and appraised adequately. The findings are considered to be appropriate and justified at this stage.</p>
Acceptable LLP	LPSA-55	<p>The Sustainability Appraisal (SA) published alongside the Draft Local Plan does not assess any alternatives to delivering a housing requirement which is beyond the minimum OAN derived from the Standard Method. As this requirement will fail to meet the needs of the Borough, it is necessary for the SA to test a higher housing requirement which is capable of delivering both urban intensification and the additional development necessary to meet the needs of settlements outside of the main urban area. Paragraph 3.2.2 of the SA states that any option that would not meet the minimum target of 12,000 homes has been considered to be unreasonable. Given that the Council has no certainty that it will be able to deliver on Option 1A we suggest that it should be discounted as a reasonable alternative for the Local Plan. The Council must identify an Option which, as a minimum, is likely to meet its minimum housing requirement derived from the Standard Method for calculating Local Housing Need.</p>	<p>Several options are considered that could achieve and exceed the OAN (given that a degree of flexibility would be built into each approach).</p>
Country and Coastal Development Ltd	LPSA-41	<p>On review of the Council's Sustainability Appraisal of Spatial Option 2A, it is noted that significant positive effects are noted in respect of housing. We support these conclusions, providing access to a range of sites which are likely to be more deliverable than Spatial Options 1A and 1B. They also consider that the economic benefits would be significant positive by helping to retain existing employment land, whilst delivering a mix of house types to attract new inward investment (with the ability to provide a mix of housing for people in senior management positions down to key worker level). In terms of the environmental impacts, these appear to be largely minor negative. However, it would appear that these conclusions have been reached by focusing on the release of greenfield sites alone. Spatial Option 2A would still involve considerable brownfield release in East Wirral. It is therefore unclear how a number of impacts can change from significant positive to minor negative merely through the release of a number of greenfield sites. This might well be the case if the development strategy was heavily greenfield dependant, but that is not what Spatial Option 2A is proposing. Accordingly, it is considered that the impact on the likes of transport and air quality would be neutral to minor positive, taking into account the brownfield development in East Wirral that would still remain predominant alongside Green Belt release in West Wirral. The Appraisal of Spatial Option 2A therefore needs revisiting to adopt a much more balanced approach to the Appraisal (having regard to predominant brownfield release alongside some greenfield development) than that which has been prepared to date.</p>	<p>The overall effects for each option have been brought together through a consideration of effects across the borough. This includes an element of brownfield development for all options (but to a greater extent for Option 1A/1B and a lesser extent for options 2a-2c). The options appraisal will be updated to make it clearer that benefits with regards to the urban areas will still arise in relation to options 2a and 2b.</p>
Country and Coastal Development Ltd	LPSA-44	<p>On review of the Council's Sustainability Appraisal of Spatial Options 1A and 1B, it is noted that a number of significant positive effects are predicted. This includes housing and the economy. We have specific concerns over these conclusions. Firstly, housing would be reliant on the delivery of a considerable number of brownfield sites in the urban area, in close proximity to each other, delivering a similar house type and tenure and which would be subject to issues of viability owing to site-specific constraints (impacting on their ability to meet other specific local plan policy requirements). Focusing development in one location will not cater for the full, wider housing needs of the Borough and would have localised impacts within those areas (in terms of impact on the environment and increasing pressure on infrastructure). The economic benefits would only be localised and would not be captured Borough-wide. These Spatial Options would also result in the loss of existing employment land for businesses. For example, West Wirral and its residents would see little to no economic benefit arising from focusing the majority of new housing development in East Wirral (with a continued lack of investment in local services, education and health facilities). This approach has been tried previously in the Wirral through the Interim Housing Policy and failed to deliver economic and housing benefits. Adopting this same approach again is flawed. In view of the above, the conclusions of the SA in respect of housing and the economy for Spatial Options 1A and 1B should be revisited.</p>	<p>The type of housing and tenure would not necessarily need to be the same, so these assumptions are not made in the SA at this stage. The benefits identified in terms of housing and the economy for options 1a and 1b are also mindful of the positive effects that would arise for more disadvantaged communities. The Council consider that potential viability and deliverability issues can be addressed.</p>

## **APPENDIX E: URBAN SITE ASSESSMENT PROFORMAS**

## Wirral Employment Site Assessments

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Wirral Employment Site Assessment Matrix											
AECOM Ref	Local Plan Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School	Bus Stop	Railway Station
Emp2	EMP-RA6.1				-		-		-		
Emp3	EMP-RA6.2			Red	-	Yellow	-		-		
Emp4	EMP-RA6.3			Yellow	-	Green	-		-		
Emp5	EMP-SA2.2				-	Yellow	-	Yellow	-		
Emp6	EMP-RA3.1	Yellow	Red		-	Yellow	-	Yellow	-		
Emp7	EMP-RA7.1				-	Yellow	-	Green	-		
Emp8	EMP-SA4.1	Red			-	Green	-	Yellow	-		Yellow
Emp9	EMP-SA4.2	Yellow			-		-	Yellow	-		
Emp10	EMP-SA4.3				-		-	Green	-		Yellow
Emp11	EMP-SA4.4	Yellow			-		-	Green	-		Yellow
Emp12	EMP-SA5.1		Red		-	Green	-	Green	-		
Emp13	EMP-SA5.2	Yellow	Red		-	Green	-	Green	-		
Emp14	EMP-SA5.3		Red		-	Green	-	Green	-		
Emp15	EMP-SA5.4	Yellow	Red		-	Green	-	Green	-		
Emp16	EMP-SA3.1	Red			-	Green	-	Yellow	-		Yellow
Emp18	EMP-SA4.5	Red			-	Green	-	Yellow	-	Yellow	
Emp19	EMP-SA2.1				-	Green	-	Green	-		
EMP20	EMP-RA8.1	Red			-	Yellow	-	Yellow	-		
EMP21	EMP-RA6.5		Yellow		-	Yellow	-	Yellow	-		
EMP22	EMP-RA8.2				-	Green	-	Green	-		
EMP23	EMP-RA6.4				-	Green	-	Yellow	-		Yellow

**SHLAA Ref:** SHLAA 2065

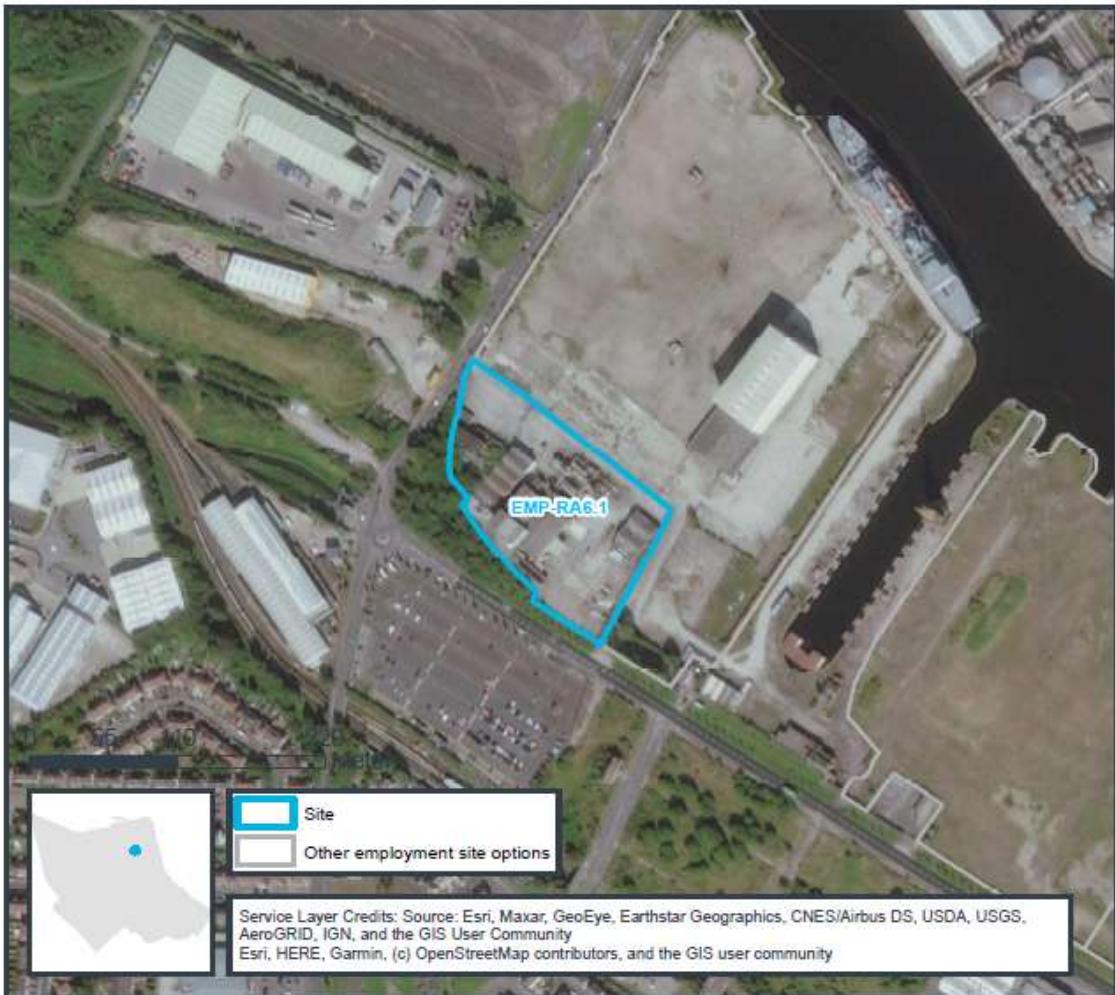
**Local Plan Ref:** EMP-RA6.1

**AECOM Ref:** Emp2

**Location:** North of Beaufort Road, Birkenhead

**Site Area (ha):** 1.6 **Proposed Use:** Employment Allocation

**AECOM**



The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-RA6.1 Address: North of Beaufort Road, Birkenhead**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

The site is 4147m from the nearest AQMA.

**Biodiversity**

The site is

- 2442 m from Mersey Narrows SSSI
- 2442 m from Mersey Narrows & North Wirral Foreshore SPA
- 3045 m from Dee Estuary SAC
- 2442 m from Mersey Narrows & North Wirral Foreshore Ramsar
- 314 m from Bidston Moss Potential Local Wildlife Site LWS

1238	<i>m from Bidston Moss LNR</i>	
728	<i>m from Lower Flaybrick, Bidston LGS</i>	
315	<i>m from Lowland Mixed Deciduous Woodland Priority Habitat</i>	
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
18% Flood Zone 2		
18% Flood Zone 3		
<b>Employment</b>		
-		
<b>Heritage</b>		
<i>The site is</i>		
849	<i>m from Flaybrick Hill Conservation Area Conservation Area</i>	
849	<i>m from FLAYBRICK MEMORIAL GARDENS Grade II*Park and Garden</i>	
455	<i>m from CHURCH OF ST JAMES Grade II Listed Building</i>	
3389	<i>m from Birkenhead Priory Scheduled Monument</i>	
3067	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<b>Health</b>		
-		
<b>Open/Green Space</b>		
<i>The site is 516m from Ilchester Square Play Area</i>		
<b>Primary Schools</b>		
-		
<b>Bus Stop</b>		
<i>The site is 280 m from a bus stop located in Birkenhead</i>		
<b>Railway Station</b>		
<i>The site is 463 m from BIRKENHEAD NORTH Railway Station</i>		

**SHLAA Ref:** SHLAA 2058

**Local Plan Ref:** EMP-RA6.2

**AECOM Ref:** Emp3

**Location:** MEA Park West, Wallasey Bridge Road, Birkenhead

**Site Area (ha):** 9.36 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-RA6.2 Address: MEA Park West, Wallasey Bridge Road, Birkenhead**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 4018 m from the nearest AQMA.

**Biodiversity**

The site is

2198 m from Mersey Narrows SSSI

2198 m from Mersey Narrows & North Wirral Foreshore SPA

2898 m from Dee Estuary SAC

2198 m from Mersey Narrows & North Wirral Foreshore Ramsar

315	<i>m from Bidston Moss Potential Local Wildlife Site LWS</i>		
1241	<i>m from Bidston Moss LNR</i>		
737	<i>m from Lower Flaybrick, Bidston LGS</i>		
318	<i>m from Lowland Mixed Deciduous Woodland Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
63	<i>% Flood Zone 2</i>		
61	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
849	<i>m from Flaybrick Hill Conservation Area Conservation Area</i>		
849	<i>m from FLAYBRICK MEMORIAL GARDENS Grade II* Park and Garden</i>		
212	<i>m from THE OLD HOUSE Grade II Listed Building</i>		
3307	<i>m from Birkenhead Priory Scheduled Monument</i>		
2832	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<i>Within 300m of a historic park and garden- Sufficient distance and screening to avoid significant effects.</i>			
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 634 m from Ilchester Square Play Aea</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 151m from a bus stop located in Birkenhead</i>			
<b>Railway Station</b>			
<i>The site is 581m from BIRKENHEAD NORTH Railway Station</i>			

**SHLAA Ref:** SHLAA 2066

**Local Plan Ref:** EMP-RA6.3

**AECOM Ref:** Emp4

**Location:** MEA Park East, Beaufort Road, Birkenhead

**Site Area (ha):** 14.17 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-RA6.3 Address: MEA Park East, Beaufort Road, Birkenhead	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> The site is 4205 m from the nearest AQMA.	
<b>Biodiversity</b> The site is 2089 m from Mersey Narrows SSSI 2053 m from Liverpool Bay SPA 3312 m from Dee Estuary SAC	

2089	<i>m from Mersey Narrows &amp; North Wirral Foreshore Ramsar</i>		
673	<i>m from Bidston Moss Potential Local Wildlife Site LWS</i>		
1589	<i>m from Bidston Moss LNR</i>		
801	<i>m from Lower Flaybrick, Bidston LGS</i>		
322	<i>m from Lowland Mixed Broad-leaf Woodland Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
23	<i>% Flood Zone 2</i>		
21	<i>% Flood Zone 3</i>		
<b>Employment</b>			-
-			
<b>Heritage</b>			
<i>The site is</i>			
574	<i>m from Birkenhead Park Conservation Area Conservation Area</i>		
604	<i>m from BIRKENHEAD PARK Grade I Park and Garden</i>		
476	<i>m from THE OLD HOUSE Grade II Listed Building</i>		
2805	<i>m from Birkenhead Priory Scheduled Monument</i>		
2635	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<b>Health</b>			-
-			
<b>Open/Green Space</b>			
<i>The site is 251m from Lincoln Gardens Play Area</i>			
<b>Primary Schools</b>			-
-			
<b>Bus Stop</b>			
<i>The site is 419m from a bus stop located in Birkenhead</i>			
<b>Railway Station</b>			
<i>The site is 644 m from BIRKENHEAD NORTH Railway Station</i>			

**SHLAA Ref:** SHLAA 0421

**Local Plan Ref:** EMP-SA2.2

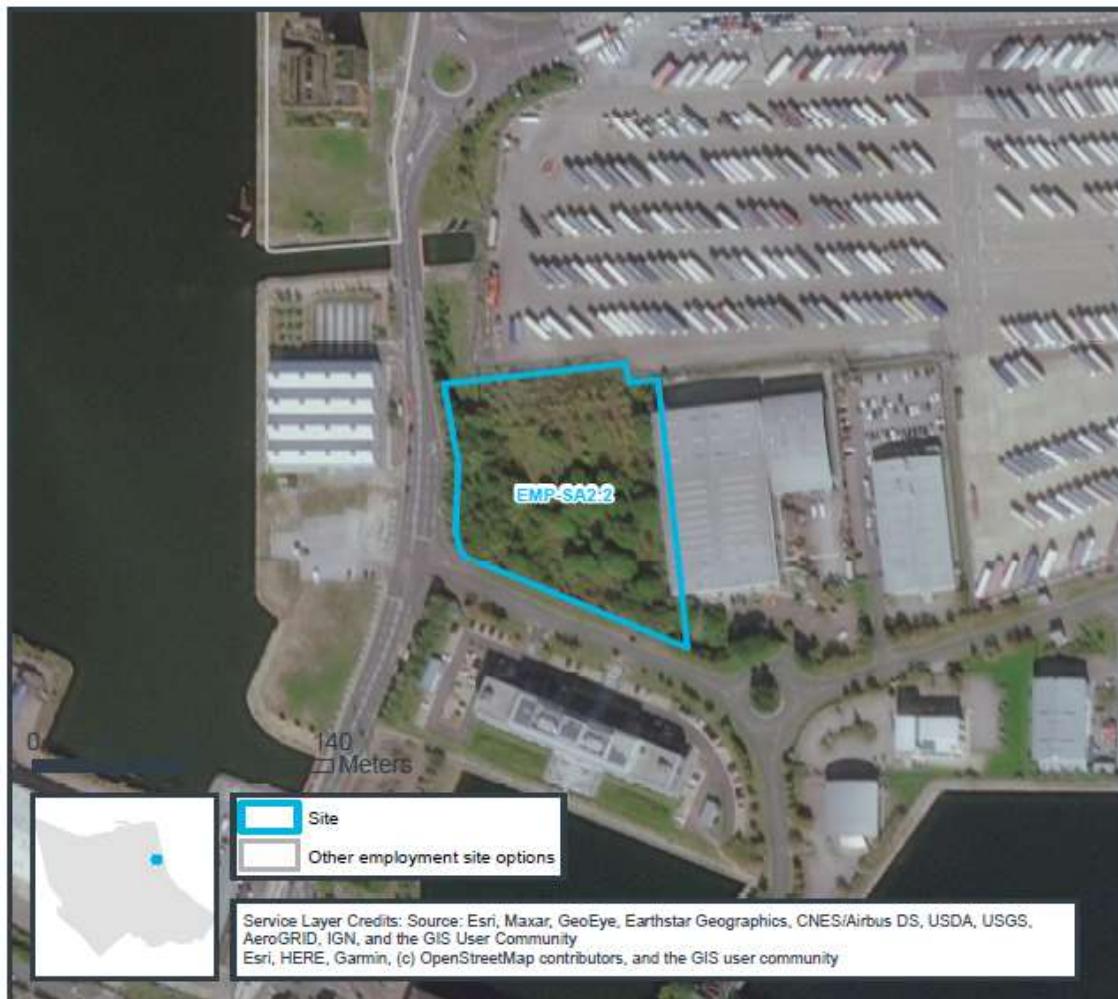
**AECOM Ref:** Emp5

**Location:** Twelve Quays, north of Tower Wharf, Birkenhead

**Site Area (ha):** 0.91 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-SA2.2 Address: Twelve Quays, north of Tower Wharf, Birkenhead	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> The site is 2307m from the nearest AQMA.	
<b>Biodiversity</b> The site is 642 m from Mersey Narrows SSS/ 443 m from Liverpool Bay SPA 4532 m from Dee Estuary SAC 642 m from Mersey Narrows & North Wirral Foreshore Ramsar	

#### **Objectives and Site Assessment Criteria**

#### **Air Quality**

The site is 2307m from the nearest AQMA.

#### **Biodiversity**

The site is

642 m from Mersey Narrows SSS/

443 m from Liverpool Bay SPA

4532 m from Dee Estuary SAC

642 m from Mersey Narrows & North Wirral Foreshore Ramsar

2787	<i>m from Bidston Moss Potential Local Wildlife Site</i>	LWS	
3735	<i>m from Bidston Moss LNR</i>		
2725	<i>m from Flaybrick Cemetery, Bidston LGS</i>		
457	<i>m from Intertidal Mudflats Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0	<i>% Flood Zone 2</i>		
0	<i>% Flood Zone 3</i>		
<b>Employment</b>			-
-			
<b>Heritage</b>			
<i>The site is</i>			
576	<i>m from Hamilton Square Conservation Area Conservation Area</i>		
984	<i>m from BIRKENHEAD PARK Grade I Park and Garden</i>		
143	<i>m from EGERTON DOCK Grade II Listed Building</i>		
1223	<i>m from Birkenhead Priory Scheduled Monument</i>		
973	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<i>Within 300m of a historic park and garden- Sufficient distance and screening to avoid significant effects.</i>			
<b>Health</b>			-
-			
<b>Open/Green Space</b>			
<i>The site is 935 m from Hamilton Square Gardens</i>			
<b>Primary Schools</b>			-
-			
<b>Bus Stop</b>			
<i>The site is 38 m from a bus stop located in Birkenhead</i>			
<b>Railway Station</b>			
<i>The site is 910 m from HAMILTON SQUARE Railway Station</i>			

**SHLAA Ref:** SHLAA 0428

**Local Plan Ref:** EMP-RA3.1

**AECOM Ref:**

**Location:** Morpeth Waterfront, Birkenhead

**Site Area (ha):** 1.36 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref:** EMP-RA3.1 **Address:** Morpeth Waterfront, Birkenhead  
**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

The site is 2893 m from the nearest AQMA.

**Biodiversity**

The site is

577 m from Mersey Narrows SSSI

9 m from Liverpool Bay SPA

4723 m from Dee Estuary SAC

577 m from Mersey Narrows & North Wirral Foreshore

Ramsar

3250 m from Bidston Moss Potential Local Wildlife Site

LWS

4207 m from Bidston Moss LNR			
3198 m from Flaybrick Cemetery, Bidston LGS			
9 m from Intertidal Mudflats Priority Habitat			
<b>Climate Change Adaptation</b>			
The site is			
44 % Flood Zone 2			
32 % Flood Zone 3			
<b>Employment</b>			-
-			
<b>Heritage</b>			
The site is			
402 m from Hamilton Square Conservation Area Conservation Area			
1358 m from BIRKENHEAD PARK Grade I Park and Garden			
98 m from MORPETH DOCK Grade II Listed Building			
1053 m from Birkenhead Priory Scheduled Monument			
510 m from Liverpool- Maritime Mercantile City World Heritage Site			
Within 300m of a historic park and garden- Sufficient distance and screening to avoid significant effects.			
<b>Health</b>			-
-			
<b>Open/Green Space</b>			
The site is 1194 m from Hamilton Square Gardens			
<b>Primary Schools</b>			-
-			
<b>Bus Stop</b>			
The site is 626 m from a bus stop located in Birkenhead			
<b>Railway Station</b>			
The site is 1108 m from HAMILTON SQUARE Railway Station			

**SHLAA Ref:** SHLAA 0425

**Local Plan Ref:** EMP-RA7.1

**AECOM Ref:** Emp7

**Location:** Kern's Warehouse, Cleveland Street, Birkenhead

**Site Area (ha):** 0.97 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-RA7.1	Address: Kern's Warehouse, Cleveland Street, Birkenhead	Colour coding
<b>Objectives and Site Assessment Criteria</b>		
<b>Air Quality</b>		
The site is 3453 m from the nearest AQMA.		
<b>Biodiversity</b>		
The site is		
1698 m from Mersey Narrows SSSI		
1559 m from Liverpool Bay SPA		
4232 m from Dee Estuary SAC		
1698 m from Mersey Narrows & North Wirral Foreshore Ramsar		

#### **Objectives and Site Assessment Criteria**

#### **Air Quality**

The site is 3453 m from the nearest AQMA.

#### **Biodiversity**

The site is

1698 m from Mersey Narrows SSSI

1559 m from Liverpool Bay SPA

4232 m from Dee Estuary SAC

1698 m from Mersey Narrows & North Wirral Foreshore Ramsar

1585	<i>m from Bidston Moss Potential Local Wildlife Site LWS</i>	
2493	<i>m from Bidston Moss LNR</i>	
1409	<i>m from Flaybrick Cemetery, Bidston LGS</i>	
396	<i>m from Lowland Mixed Broad-leaf Woodland Priority Habitat</i>	
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
0	<i>% Flood Zone 2</i>	
0	<i>% Flood Zone 3</i>	
<b>Employment</b>		-
-		
<b>Heritage</b>		
<i>The site is</i>		
386	<i>m from Birkenhead Park Conservation Area Conservation Area</i>	
394	<i>m from BIRKENHEAD PARK Grade I Park and Garden</i>	
99	<i>m from Roman Catholic Church of Our Lady of the Immaculate Conception, including boundary wall, railings and gate piers Grade II Listed Building</i>	
2114	<i>m from Birkenhead Priory Scheduled Monument</i>	
2182	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>Within 300m of a historic park and garden- Sufficient distance and screening to avoid significant effects.</i>		
<b>Health</b>		-
-		
<b>Open/Green Space</b>		
<i>The site is 307m from Gallaghers Hill Play Area (Price Street)</i>		
<b>Primary Schools</b>		-
-		
<b>Bus Stop</b>		
<i>The site is 14m from a bus stop located in Birkenhead</i>		
<b>Railway Station</b>		
<i>The site is 555m from BIRKENHEAD PARK Railway Station</i>		

**SHLAA Ref:** SHLAA 1718

**Local Plan Ref:** EMP-SA4.1

**AECOM Ref:** Emp8

**Location:** Former Builders Yard, Riverbank Road, Bromborough

**Site Area (ha):** 0.98 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects      Possible positive effects, though not significant      Unlikely to have significant effects      Possible negative effect (mitigation possible)      Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>Employment Ref: EMP-SA4.1</b> <b>Address:</b> Former Builders Yard, Riverbank Road, Bromborough	<b>Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
<b>Air Quality</b> The site is 8852m from the nearest AQMA.		
<b>Biodiversity</b> The site is 87 m from Mersey Estuary SSSI 87 m from Mersey Estuary SPA 9245 m from Dee Estuary SAC 87 m from Mersey Estuary Ramsar		

1244	<i>m from Old Hall Road Woods, Bromborough LWS</i>		
1068	<i>m from Brotherton Park and Dibbinsdale LNR</i>		
974	<i>m from Mill Road, Bromborough LGS</i>		
1	<i>m from Lowland Mixed Deciduous Woodland Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0	<i>% Flood Zone 2</i>		
0	<i>% Flood Zone 3</i>		
<b>Employment</b>			-
-			
<b>Heritage</b>			
<i>The site is</i>			
630	<i>m from Bromborough Pool Conservation Area</i>	<i>Conservation Area</i>	
1657	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT</i>		
Grade II	<i>Park and Garden</i>		
736	<i>m from THE ENTERPRISE CENTRE</i>	<i>Grade II Listed Building</i>	
988	<i>m from Bromborough Court House moated site and fishponds, Wirral</i>		
<i>Scheduled Monument</i>			
5243	<i>m from Liverpool- Maritime Mercantile City</i>	<i>World Heritage Site</i>	
<b>Health</b>			-
-			
<b>Open/Green Space</b>			
<i>The site is 1202m from Port Causeway Play Area</i>			
<b>Primary Schools</b>			-
-			
<b>Bus Stop</b>			
<i>The site is 434m from a bus stop located in Bromborough Pool</i>			
<b>Railway Station</b>			
<i>The site is 1903m from SPITAL Railway Station</i>			

**SHLAA Ref:** SHLAA 1714

**Local Plan Ref:** EMP-SA4.2

**AECOM Ref:** Emp9

**Location:** Sun Valley expansion, Commercial Road, Bromborough

**Site Area (ha):** 1.01 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA4.2 Address: Sun Valley Expansion, Commercial Road, Bromborough**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 8951m from the nearest AQMA.

**Biodiversity**

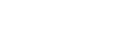
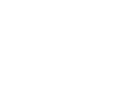
The site is

442 m from Mersey Estuary SSSI

442 m from Mersey Estuary SPA

8915 m from Dee Estuary SAC

442 m from Mersey Estuary Ramsar

829	<i>m from Old Hall Road Woods, Bromborough</i>	LWS	
745	<i>m from Brotherton Park and Dibbinsdale LNR</i>		
745	<i>m from Mill Road, Bromborough LGS</i>		
26	<i>m from Lowland Mixed Deciduous Woodland Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0	<i>% Flood Zone 2</i>		
0	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
861	<i>m from Bromborough Village Conservation Area Conservation Area</i>		
1788	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT</i>		
<i>Grade II Park and Garden</i>			
809	<i>m from MILE STONE TO SOUTH OF JUNCTION WITH MARK RAKE</i>	<i>Grade II Listed Building</i>	
1199	<i>m from Bromborough Court House moated site and fishponds, Wirral</i>		
<i>Scheduled Monument</i>			
5663	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 945m from Dibbinsdale LNR (East)</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 168m from a bus stop located in Bromborough</i>			
<b>Railway Station</b>			
<i>The site is 1923m from SPITAL Railway Station</i>			

**SHLAA Ref:** SHLAA 1724

**Local Plan Ref:** EMP-SA4.3

**AECOM Ref:** Emp10

**Location:** Land N of Caldbeck Rd, E of Welton Rd, Bromborough

**Site Area (ha):** 2.33 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA4.3 Address: Land north of Caldbeck Road, east of Welton Road, Bromborough**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 8946 m from the nearest AQMA.

**Biodiversity**

The site is

405 m from Dibbinsdale SSSI

874 m from Mersey Estuary SPA

8404 m from Dee Estuary SAC

874 m from Mersey Estuary Ramsar

771	<i>m from Old Hall Road Woods, Bromborough</i>	LWS	
272	<i>m from Brotherton Park and Dibbinsdale LNR</i>		
428	<i>m from Mill Road, Bromborough LGS</i>		
236	<i>m from Lowland Mixed Deciduous Woodland</i>	Priority Habitat	
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0	<i>% Flood Zone 2</i>		
0	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
429	<i>m from Bromborough Village Conservation Area Conservation Area</i>		
1703	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Grade II Park and Garden</i>		
354	<i>m from WALL TO GROUNDS OF STANHOPE HOUSE Grade II Listed Building</i>		
1268	<i>m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument</i>		
5879	<i>m from Liverpool- Maritime Mercantile City</i>	World Heritage Site	
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 314 m from Dibbinsdale LNR (East)</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 223m from a bus stop located in Bromborough</i>			
<b>Railway Station</b>			
<i>The site is 1411m from BROMBOROUGH RAKE Railway Station</i>			

**SHLAA Ref:** SHLAA 1861

**Local Plan Ref:** EMP-SA4.4

**AECOM Ref:** Emp11

**Location:** Tulip Expansion, Plantation Road, Bromborough

**Site Area (ha):** 2.08 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA4.4 Address: Tulip expansion, Plantation Road, Bromborough**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 9817m from the nearest AQMA.

**Biodiversity**

The site is

150 m from Mersey Estuary SSSI

150 m from Mersey Estuary SPA

9030 m from Dee Estuary SAC

150 m from Mersey Estuary Ramsar

162	<i>m from Old Hall Road Woods, Bromborough</i>	LWS	
1196	<i>m from Brotherton Park and Dibbinsdale</i>	LNR	
1374	<i>m from Mill Road, Bromborough</i>	LGS	
18	<i>m from Lowland Mixed Deciduous Woodland</i>	Priority Habitat	
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0% Flood Zone 2			
0% Flood Zone 3			
<b>Employment</b>			-
-			
<b>Heritage</b>			
<i>The site is</i>			
836 <i>m from Bromborough Village Conservation Area</i> Conservation Area			
2559 <i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT</i>			
Grade II Park and Garden			
835 <i>m from MILE STONE TO SOUTH OF JUNCTION WITH MARK RAKE</i> Grade			
II Listed Building			
1983 <i>m from Bromborough Court House moated site and fishponds, Wirral</i>			
Scheduled Monument			
6364 <i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>			
<b>Health</b>			-
-			
<b>Open/Green Space</b>			
<i>The site is 343 m from Eastham Country Park</i>			
<b>Primary Schools</b>			-
-			
<b>Bus Stop</b>			
<i>The site is 334 m from a bus stop located in Bromborough</i>			
<b>Railway Station</b>			
<i>The site is 2165 m from BROMBOROUGH RAKE Railway Station</i>			

**SHLAA Ref:** SHLAA 0407

**Local Plan Ref:** EMP-SA5.1

**AECOM Ref:** Emp12

**Location:** Peninsula Business Park, Reeds Lane, Moreton

**Site Area (ha):** 1.13 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-SA5.1 Address: Peninsula Business Park, Reeds Lane, Moreton	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> The site is 7569m from the nearest AQMA.	
<b>Biodiversity</b> The site is 1120 m from North Wirral Foreshore SSSI 1120 m from Mersey Narrows & North Wirral Foreshore SPA 1120 m from Dee Estuary SAC 1120 m from Mersey Narrows & North Wirral Foreshore Ramsar	

175	<i>m from Ditton Lane Proposed Local Wildlife Site LWS</i>	
1283	<i>m from Bidston Moss LNR</i>	
1605	<i>m from Boundary Road, Bidston LGS</i>	
330	<i>m from Lowland Mixed Broad-leaf Woodland Priority Habitat</i>	
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
100	<i>% Flood Zone 2</i>	
100	<i>% Flood Zone 3</i>	
<b>Employment</b>		
-		
<b>Heritage</b>		
<i>The site is</i>		
1273	<i>m from Bidston Village Conservation Area Conservation Area</i>	
2341	<i>m from FLAYBRICK MEMORIAL GARDENS Grade II* Park and Garden</i>	
908	<i>m from Jellicoe watercourse, including associated retaining wall, viewing platforms, railings and planters at former Cadbury factory Grade II Listed Building</i>	
2050	<i>m from Site of church and churchyard at Overchurch 875m north west of Upton Hall</i>	
Scheduled Monument	<i>5765m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<b>Health</b>		
-		
<b>Open/Green Space</b>		
<i>The site is 352m from Epsom Road Play Area</i>		
<b>Primary Schools</b>		
-		
<b>Bus Stop</b>		
<i>The site is 102m from a bus stop located in Leasowe</i>		
<b>Railway Station</b>		
<i>The site is 467m from LEASOWE Railway Station</i>		

**SHLAA Ref:** SHLAA 1978

**Local Plan Ref:** EMP-SA5.2

**AECOM Ref:** Emp13

**Location:** Land N of PremierTyphoo access Rd, Reeds Ln Moreton

**Site Area (ha):** 1.46 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA5.2 Address: Land north of Premier/ Typhoon access Road, Reeds Lane, Moreton**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 7819m from the nearest AQMA.

**Biodiversity**

The site is

1029 m from North Wirral Foreshore SSSI

1029 m from Mersey Narrows & North Wirral Foreshore SPA

1029 m from Dee Estuary SAC

1029 m from Mersey Narrows & North Wirral Foreshore Ramsar

12	<i>m from Ditton Lane Proposed Local Wildlife Site LWS</i>		
1501	<i>m from Bidston Moss LNR</i>		
1821	<i>m from Boundary Road, Bidston LGS</i>		
78	<i>m from Lowland Mixed Broad-leaf Woodland Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
100	<i>% Flood Zone 2</i>		
100	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
1484	<i>m from Bidston Village Conservation Area Conservation Area</i>		
2553	<i>m from FLAYBRICK MEMORIAL GARDENS Grade II* Park and Garden</i>		
639	<i>m from Jellicoe watercourse, including associated retaining wall, viewing platforms, railings and planters at former Cadbury factory Grade II Listed Building</i>		
1966	<i>m from Site of church and churchyard at Overchurch 875m north west of Upton Hall Scheduled Monument</i>		
5982	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 387m from Epsom Road Play Area</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 149m from a bus stop located in Leasowe</i>			
<b>Railway Station</b>			
<i>The site is 491m from LEASOWE Railway Station</i>			

**SHLAA Ref:** SHLAA 2068

**Local Plan Ref:** EMP-SA5.3

**AECOM Ref:** Emp14

**Location:** Land S of PremierTyphoo access Rd, Reeds Ln Moreton

**Site Area (ha):** 1.93 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA5.3 Land south of Premier/ Typhoon access Road, Reeds Lane, Moreton**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 7817 m from the nearest AQMA.

**Biodiversity**

The site is

1131 m from North Wirral Foreshore SSSI

1131 m from Mersey Narrows & North Wirral Foreshore SPA

1131 m from Dee Estuary SAC

1131 m from Mersey Narrows & North Wirral Foreshore Ramsar

91	<i>m from Ditton Lane Proposed Local Wildlife Site LWS</i>		
1397	<i>m from Bidston Moss LNR</i>		
1665	<i>m from Boundary Road, Bidston LGS</i>		
156	<i>m from Lowland Mixed Broad-leaf Woodland Priority Habitat</i>		
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
100	<i>% Flood Zone 2</i>		
100	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
1324	<i>m from Bidston Village Conservation Area Conservation Area</i>		
2391	<i>m from FLAYBRICK MEMORIAL GARDENS Grade II* Park and Garden</i>		
639	<i>m from Jellicoe watercourse, including associated retaining wall, viewing platforms, railings and planters at former Cadbury factory Grade II Listed Building</i>		
1769	<i>m from Site of church and churchyard at Overchurch</i>		
875m	<i>north west of Upton Hall Scheduled Monument</i>		
5887	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 386 m from Epsom Road Play Area</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 147m from a bus stop located in Leasowe</i>			
<b>Railway Station</b>			
<i>The site is 489 m from LEASOWE Railway Station</i>			

**SHLAA Ref:** SHLAA 0411

**Local Plan Ref:** EMP-SA5.4

**AECOM Ref:** Emp15

**Location:** Land south of Tarran Way North, Moreton

**Site Area (ha):** 0.24 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>Employment Ref: EMP-SA5.4</b>	<b>Address:</b> Land south of Tarran Way North, Moreton	<b>Colour coding</b>
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#### **Objectives and Site Assessment Criteria**

##### **Air Quality**

The site is 8921 m from the nearest AQMA.

##### **Biodiversity**

The site is

626 m from North Wirral Foreshore SSSI

626 m from Mersey Narrows & North Wirral Foreshore SPA

626 m from Dee Estuary SAC

626 m from Mersey Narrows & North Wirral Foreshore Ramsar

27 m from Ditton Lane Proposed Local Wildlife Site LWS

2438	<i>m from Bidston Moss LNR</i>	
2714	<i>m from Boundary Road, Bidston LGS</i>	
10	<i>m from Lowland Mixed Deciduous Woodland</i>	<i>Priority Habitat</i>
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
100	<i>% Flood Zone 2</i>	
100	<i>% Flood Zone 3</i>	
<b>Employment</b>		
-		
<b>Heritage</b>		
<i>The site is</i>		
2195	<i>m from Saughall Massie Conservation Area Conservation Area</i>	
3423	<i>m from FLAYBRICK MEMORIAL GARDENS Grade II* Park and Garden</i>	
303	<i>m from Jellicoe watercourse, including associated retaining wall, viewing platforms, railings and planters at former Cadbury factory Grade II Listed Building</i>	
2118	<i>m from Site of church and churchyard at Overchurch 875m north west of Upton Hall</i>	
Scheduled Monument	6903	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>
<b>Health</b>		
-		
<b>Open/Green Space</b>		
<i>The site is 123m from North Wirral Coastal Park</i>		
<b>Primary Schools</b>		
-		
<b>Bus Stop</b>		
<i>The site is 147m from a bus stop located in Moreton (Mersyd)</i>		
<b>Railway Station</b>		
<i>The site is 592m from MORETON Railway Station</i>		

**SHLAA Ref:** SHLAA 0401

**Local Plan Ref:** EMP-SA3.1

**AECOM Ref:** Emp16

**Location:** Land W of Prenton Way, N Cheshire Trading Estate

**Site Area (ha):** 0.43 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref:** EMP-SA3.1 **Address:** Land west of Prenton Way, North Cheshire Trading Estate, Prenton

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 7748 m from the nearest AQMA.

**Biodiversity**

The site is

3964 m from Thurstan Common SSSI

4478 m from Liverpool Bay SPA

5581 m from Dee Estuary SAC

4517 m from Mersey Estuary Ramsar

276	<i>m from Prenton Dell and Claypit LWS</i>	
3964	<i>m from Thurstan Common LNR</i>	
2244	<i>m from Storeton Hill, Bebington LGS</i>	
1	<i>m from Lowland Mixed Deciduous Woodland Priority Habitat</i>	
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
0	<i>% Flood Zone 2</i>	
0	<i>% Flood Zone 3</i>	
<b>Employment</b>		
-		
<b>Heritage</b>		
<i>The site is</i>		
1544	<i>m from Mountwood Conservation Area Conservation Area</i>	
3280	<i>m from BIRKENHEAD PARK Grade I Park and Garden</i>	
754	<i>m from Roman Catholic Church of St Michael and All Angels Grade II Listed Building</i>	
1719	<i>m from Standing cross in the churchyard of the Church of the Holy Cross at Woodchurch Scheduled Monument</i>	
5390	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>No nearby heritage assets and so effects are unlikely.</i>		
<b>Health</b>		
-		
<b>Open/Green Space</b>		
<i>The site is 1382m from New Hey Road Play Area</i>		
<b>Primary Schools</b>		
-		
<b>Bus Stop</b>		
<i>The site is 175 m from a bus stop located in Prenton</i>		
<b>Railway Station</b>		
<i>The site is 3060m from UPTON Railway Station</i>		

**SHLAA Ref:** SHLAA 0400

**Local Plan Ref:** EMP-SA4.5

**AECOM Ref:** Emp18

**Location:** North Road Business Park, North Road, Eastham

**Site Area (ha):** 8.38 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA4.5 Address: North Road Business Park, North Road, Eastham**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 13790m from the nearest AQMA.

**Biodiversity**

The site is

151 m from Mersey Estuary SSSI

151 m from Mersey Estuary SPA

8935 m from Dee Estuary SAC

151 m from Mersey Estuary Ramsar

1827	<i>m from Eastham Woods LWS</i>	
3786	<i>m from Brotherton Park and Dibbinsdale LNR</i>	
4487	<i>m from Mill Road, BromboroughLGS</i>	
0	<i>m from Lowland Mixed Deciduous Woodland Priority Habitat</i>	
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
0	<i>% Flood Zone 2</i>	
0	<i>% Flood Zone 3</i>	
<b>Employment</b>		-
-		
<b>Heritage</b>		
<i>The site is</i>		
1244	<i>m from Eastham Village Conservation Area Conservation Area</i>	
5796	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Grade II Park and Garden</i>	
753	<i>m from NORTHERN GENERAL SERVICE HANGAR (BUILDING 16), HOOTON PARK AERODROME Grade II* Listed Building</i>	
4904	<i>m from Speke Hall moated site Scheduled Monument</i>	
9509	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<b>Health</b>		-
-		
<b>Open/Green Space</b>		
<i>The site is 1847 m from Torr Park</i>		
<b>Primary Schools</b>		-
-		
<b>Bus Stop</b>		
<i>The site is 1778m from a bus stop located in Eastham Ferry</i>		
<b>Railway Station</b>		
<i>The site is 3960m from EASTHAM RAKE Railway Station</i>		

**SHLAA Ref:**

**Local Plan Ref:** EMP-SA2.1

**AECOM Ref:** Emp19

**Location:** Cammell Laird South, Campbeltown Road, Birkenhead

**Site Area (ha):** 5.52 **Proposed Use:** Employment Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-SA2.1 Address: Cammell Laird South, Campbeltown Road, Birkenhead**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

The site is 3414m from the nearest AQMA.

**Biodiversity**

The site is

791 m from New Ferry SSSI

58 m from Liverpool Bay SPA

6775 m from Dee Estuary SAC

791 m from Mersey Estuary Ramsar

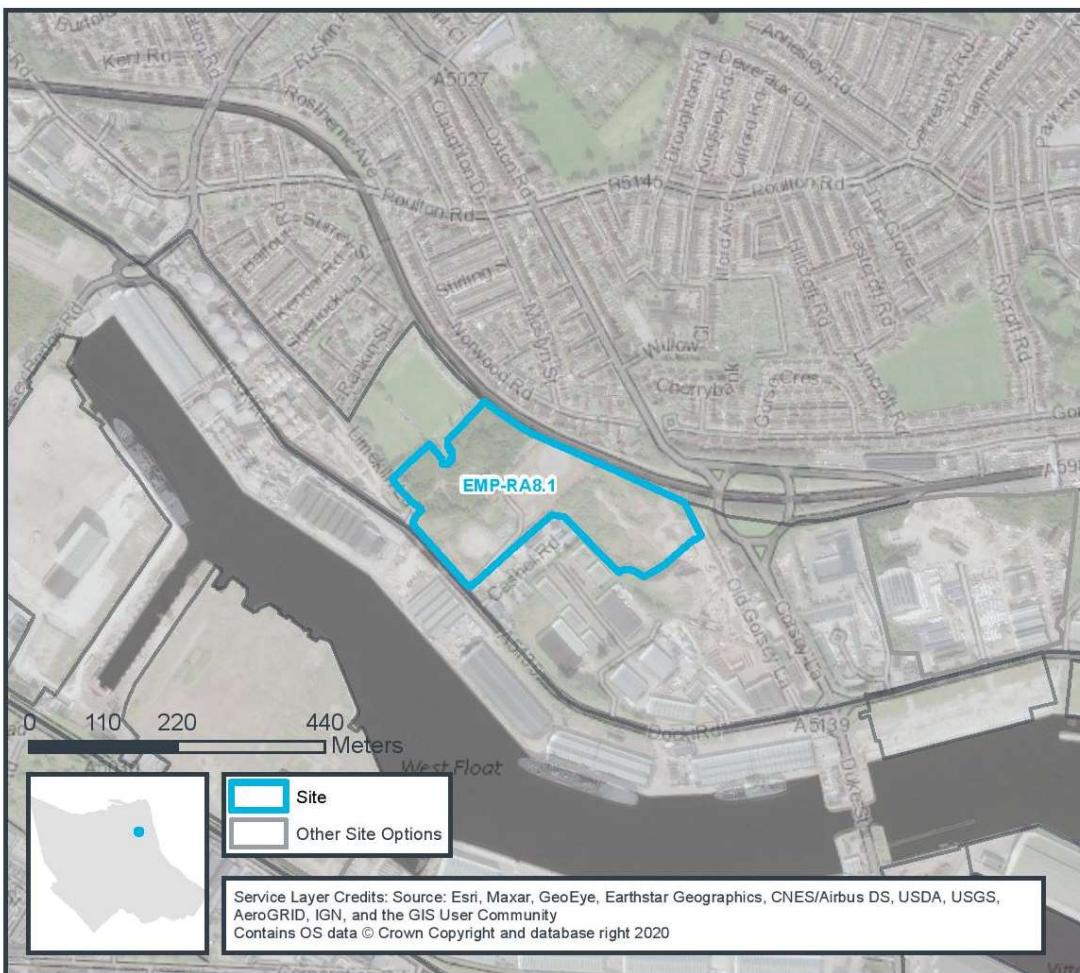
1986	<i>m from New Ferry Butterfly Park LWS</i>	
4599	<i>m from Brotherton Park and Dibbinsdale LNR</i>	
2625	<i>m from Storeton Hill, Bebington LGS</i>	
66	<i>m from Intertidal Mudflats Priority Habitat</i>	
<b>Climate Change Adaptation</b>		
<i>The site is</i>		
0	<i>% Flood Zone 2</i>	
0	<i>% Flood Zone 3</i>	
<b>Employment</b>		-
-		
<b>Heritage</b>		
<i>The site is</i>		
725	<i>m from Rock Park Conservation Area Conservation Area</i>	
1863	<i>m from BIRKENHEAD PARK Grade I Park and Garden</i>	
362	<i>m from FORMER CATTLE LAIRAGES Grade II Listed Building</i>	
812	<i>m from Birkenhead Priory Scheduled Monument</i>	
1081	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<b>Health</b>		-
-		
<b>Open/Green Space</b>		
<i>The site is 651 m from Union Street Play Area</i>		
<b>Primary Schools</b>		-
-		
<b>Bus Stop</b>		
<i>The site is 306m from a bus stop located in Tranmere</i>		
<b>Railway Station</b>		
<i>The site is 575 m from GREEN LANE Railway Station</i>		

**Site Reference:** EMP-RA8.1

**AECOM Reference:** EMP20

**Location:** Northside West, Dock Road, Poulton

**Site Area (ha):** 6.28      **Proposed Use:** Employment Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-RA8.1      Address: Northside West, Dock Road, Poulton <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> The site is 2620 m from the nearest AQMA.	
<b>Biodiversity</b> The site is 1533 m from Mersey Narrows SSSI 1533 m from Mersey Narrows & North Wirral Foreshore SPA 3341 m from Dee Estuary SAC 1533 m from Mersey Narrows & North Wirral Foreshore Ramsar 897 m from Bidston Moss Potential Local Wildlife Site LWS 1864 m from Bidston Moss LNR 1359 m from Lower Flaybrick, Bidston LGS	

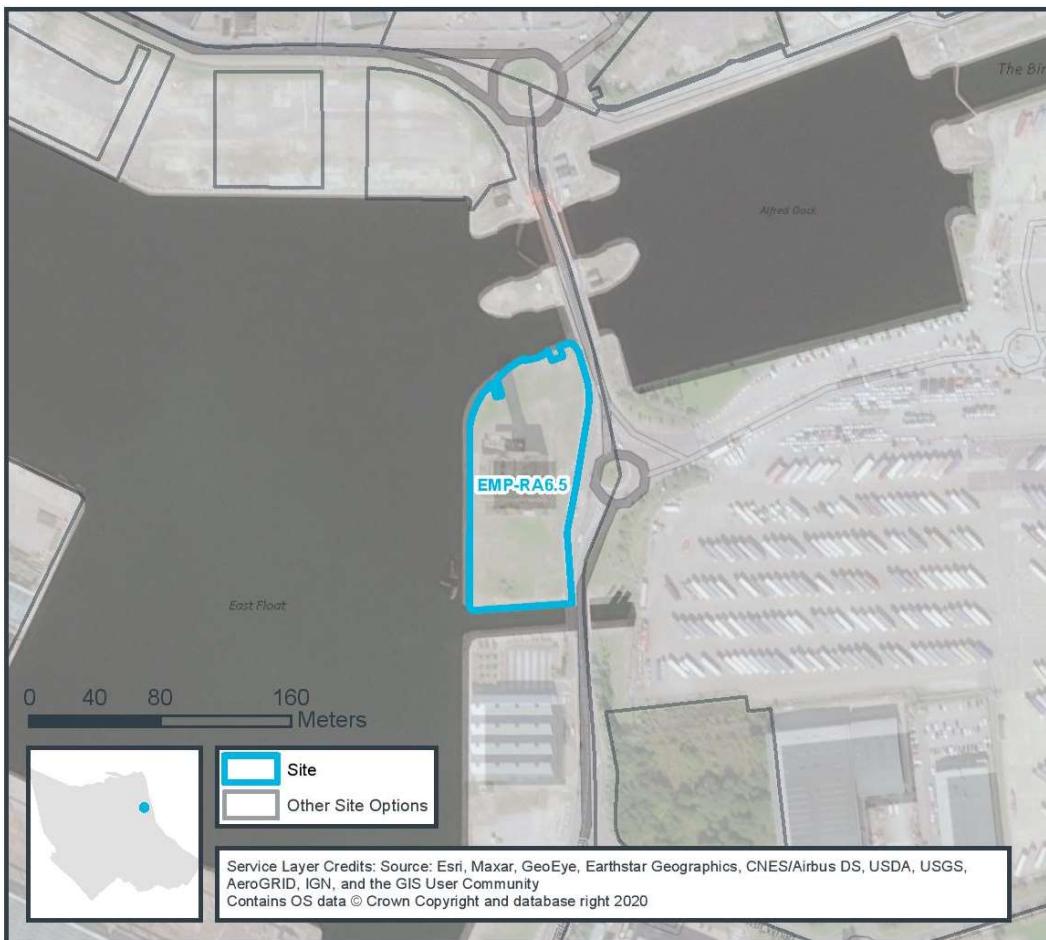
0	<i>m from Lowland Mixed Broad-leaf Woodland</i>	Priority Habitat	
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0	<i>% Flood Zone 2</i>		
0	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
1008	<i>m from Birkenhead Park Conservation Area</i>	<i>Conservation Area</i>	
1026	<i>m from BIRKENHEAD PARK</i>	<i>Park and Garden</i>	
456	<i>m from THE OLD HOUSE</i>	<i>Listed Building</i>	
2720	<i>m from Birkenhead Priory</i>	<i>Scheduled Monument</i>	
2091	<i>m from Liverpool- Maritime Mercantile City</i>	<i>World Heritage Site</i>	
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is</i>	645	<i>m from Rycroft Road Playing Fields</i>	
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is</i>	245	<i>m from a bus stop located in</i>	<i>Poulton (Seacombe)</i>
<b>Railway Station</b>			
<i>The site is</i>	757	<i>m from BIRKENHEAD NORTH Railway Station</i>	

**Site Reference:** EMP-RA6.5

**AECOM Reference:** EMP21

**Location:** Hydraulic Tower, Tower Rd (Maritime Knowledge Hub)

**Site Area (ha):** 0.95      **Proposed Use:** Employment Allocation



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**Employment Ref: EMP-RA6.5 Address: Hydraulic Tower, Tower Rd (Maritime Knowledge Hub)**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

Yes    The site is    2118    m from the nearest AQMA.

**Biodiversity**

The site is

573    m from Mersey Narrows    SSS/

423    m from Liverpool Bay    SPA

4308    m from Dee Estuary    SAC

573    m from Mersey Narrows & North Wirral Foreshore

2641    m from Bidston Moss Potential Local Wildlife Site

3602    m from Bidston Moss    LNR

Ramsar

LWS

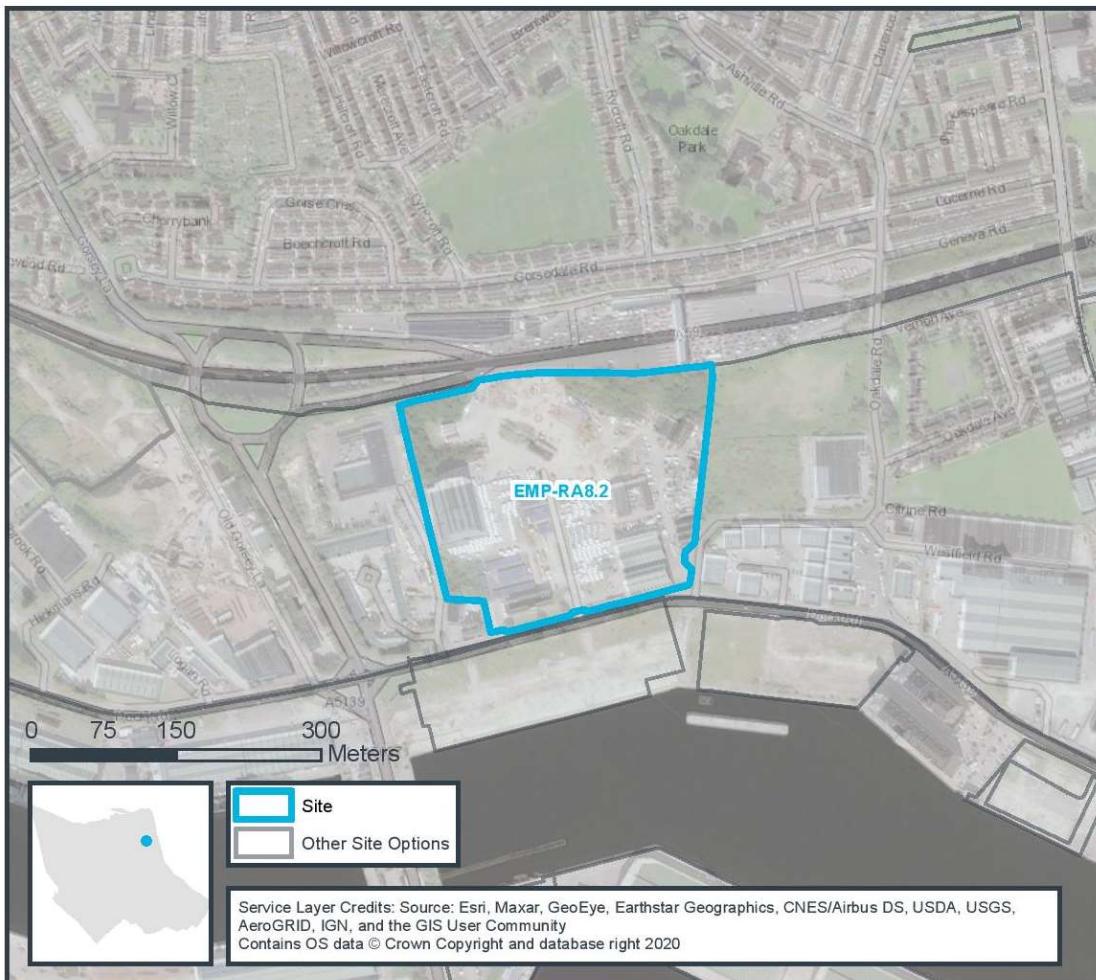
2648	<i>m from Flaybrick Cemetery, Bidston</i>	LGS	
423	<i>m from Intertidal Mudflats</i>	Priority Habitat	
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
20	% Flood Zone 2		
7	% Flood Zone 3		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
806	<i>m from Hamilton Square Conservation Area</i>	Conservation Area	
1020	<i>m from BIRKENHEAD PARK</i>	Park and Garden	
0	<i>m from HYDRAULIC GENERATING STATION</i>	Listed Building	
1451	<i>m from Birkenhead Priory</i>	Scheduled Monument	
1032	<i>m from Liverpool- Maritime Mercantile City</i>	World Heritage Site	
<i>Listed building on site, development likely to preserve asset and better reveal its significance, though may effect the setting but unlikely to a significant degree.</i>			
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 710 m from Woodview Avene Play Area</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 175 m from a bus stop located in Birkenhead</i>			
<b>Railway Station</b>			
<i>The site is 1172 m from HAMILTON SQUARE Railway Station</i>			

**Site Reference:** EMP-RA8.2

**AECOM Reference:** EMP22

**Location:** SMM Business Park, Dock Road, Seacombe

**Site Area (ha):** 6.83    **Proposed Use:** Employment Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-RA8.2   Address: SMM Business Park, Dock Road, Seacombe	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> The site is 2459 m from the nearest AQMA.	
<b>Biodiversity</b> The site is 1035 m from Mersey Narrows SSSI 1035 m from Mersey Narrows & North Wirral Foreshore SPA 3589 m from Dee Estuary SAC 1035 m from Mersey Narrows & North Wirral Foreshore Ramsar 1563 m from Bidston Moss Potential Local Wildlife Site LWS 2552 m from Bidston Moss LNR	

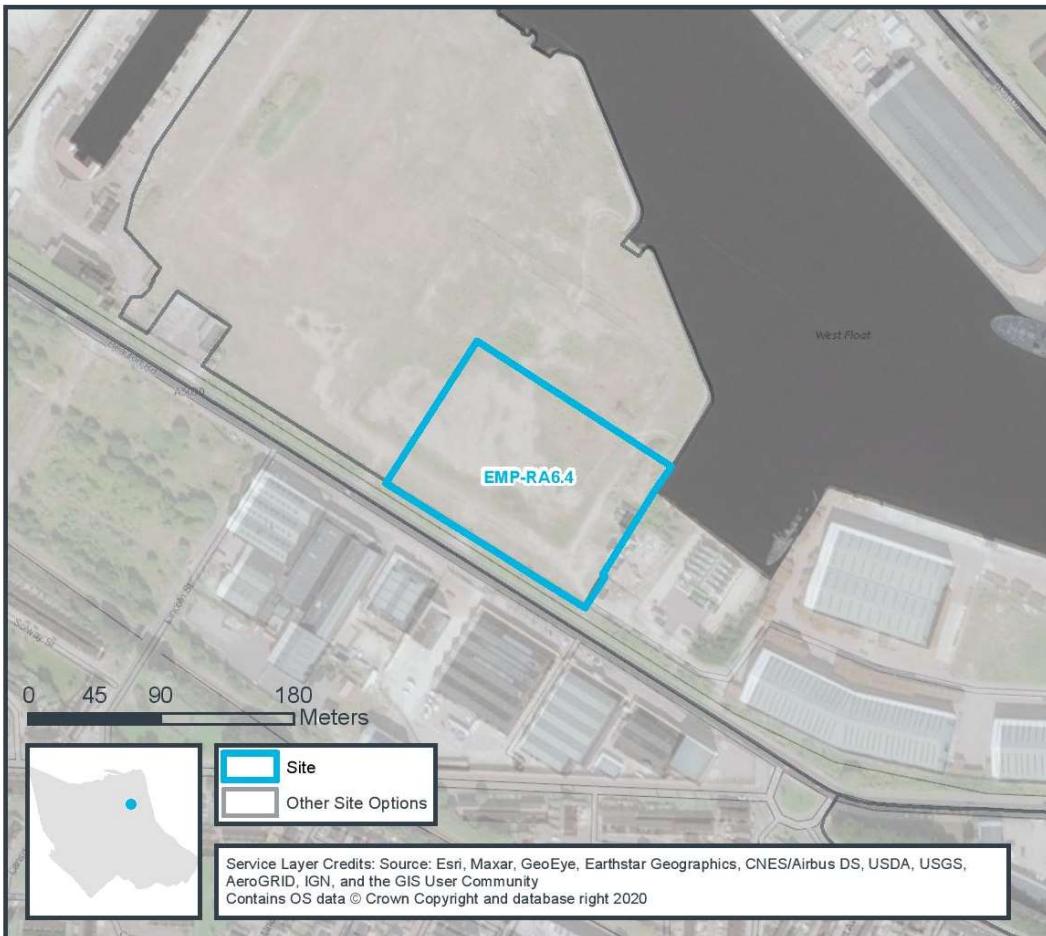
1915	<i>m from Lower Flaybrick, Bidston</i>	LGS	
102	<i>m from Lowland Mixed Broad-leaf Woodland</i>	Priority Habitat	
<b>Climate Change Adaptation</b>			
<i>The site is</i>			
0	<i>% Flood Zone 2</i>		
0	<i>% Flood Zone 3</i>		
<b>Employment</b>			
-			
<b>Heritage</b>			
<i>The site is</i>			
1063	<i>m from Birkenhead Park Conservation Area</i>	Conservation Area	
1071	<i>m from BIRKENHEAD PARK</i>	Park and Garden	
283	<i>m from GRAIN WAREHOUSE TO NORTH OF GRAIN WAREHOUSE DOCK</i>		
	<i>Listed Building</i>		
2261	<i>m from Birkenhead Priory</i>	Scheduled Monument	
1540	<i>m from Liverpool- Maritime Mercantile City</i>	World Heritage Site	
<b>Health</b>			
-			
<b>Open/Green Space</b>			
<i>The site is 451 m from Citrine Park</i>			
<b>Primary Schools</b>			
-			
<b>Bus Stop</b>			
<i>The site is 60 m from a bus stop located in Poulton (Seacombe)</i>			
<b>Railway Station</b>			
<i>The site is 1295 m from BIRKENHEAD PARK Railway Station</i>			

**Site Reference:** EMP-RA6.4

**AECOM Reference:** EMP23

**Location:** MEA Park Phase 2, Beaufort Road, Birkenhead

**Site Area (ha):** 1.76      **Proposed Use:** Employment Allocation



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

Employment Ref: EMP-RA6.4 Address: MEA Park Phase 2, Beaufort Road, Birkenhead	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> The site is 4093 m from the nearest AQMA.	
<b>Biodiversity</b> The site is 2184 m from Mersey Narrows SSSI 2082 m from Liverpool Bay SPA 3620 m from Dee Estuary SAC 2184 m from Mersey Narrows & North Wirral Foreshore Ramsar 918 m from Bidston Moss Potential Local Wildlife Site LWS 1822 m from Bidston Moss LNR 911 m from Lower Flaybrick, Bidston LGS 371 m from Lowland Mixed Broad-leaf Woodland Priority Habitat	

<b>Climate Change Adaptation</b>		
<i>The site is</i>		
0	% Flood Zone 2	
0	% Flood Zone 3	
<b>Employment</b>		-
-		
<b>Heritage</b>		
<i>The site is</i>		
572	m from Birkenhead Park Conservation Area	Conservation Area
602	m from BIRKENHEAD PARK	Park and Garden
551	m from Roman Catholic Church of Our Lady of the Immaculate Conception, including boundary wall, railings and gate piers	Listed Building
2804	m from Birkenhead Priory	Scheduled Monument
2674	m from Liverpool- Maritime Mercantile City	World Heritage Site
No nearby heritage assets and so effects are unlikely.		
<b>Health</b>		-
-		
<b>Open/Green Space</b>		
<i>The site is</i>	363	m from Lincoln Gardens Play Area
<b>Primary Schools</b>		-
-		
<b>Bus Stop</b>		
<i>The site is</i>	335	m from a bus stop located in Birkenhead
<b>Railway Station</b>		
<i>The site is</i>	1183	m from BIRKENHEAD PARK Railway Station

## Wirral Residential Site Assessments:

Wirral Housing Site Assessment Matrix										
AECOM Ref	Local Plan Ref	SHLAA Ref	AQMA	Biodiversity	Climate Change Adaptation	Employment	Heritage	Health	Green/ Open Space	Primary School
										Bus Stop
AECOM001	RES-SA3.3	4085								
AECOM002	RES-RA10.3	4086								
AECOM003	RES-SA4.10	4088		Red						
AECOM004		2016								
AECOM005		2013								
AECOM006	RES-RA10.1	20								
AECOM007	RES-SA5.3	2068		Red	Yellow					
AECOM008	RES-SA3.1	689								
AECOM009	RES-SA5.8	4097								Yellow
AECOM010		758								
AECOM011	RES-SA6.4	916		Red						
AECOM012	RES-SA3.9	996								
AECOM013	RES-RA10.2	1171								
AECOM014	RES-SA6.5	1301		Red	Red					
AECOM015		5146								Yellow
AECOM016		1571					Red	Red		
AECOM017	RES-SA4.1	1610		Red		Yellow				
AECOM018		1620								
AECOM019	RES-SA5.4	1827								Yellow
AECOM020	RES-RA11.1	1833				Red				
AECOM021	RES-SA5.9	1908								Yellow
AECOM022	RES-SA4.5	1974					Green	Yellow		
AECOM023		2002					Red			
AECOM024	RES-SA1.2	2005		Red						Yellow
AECOM025	RES-SA1.3	2006								Yellow
AECOM026	RES-RA1.1	2022					Yellow			
AECOM027	RES-RA1.2	2023								Yellow
AECOM028		2036								
AECOM029		2069					Red			
AECOM030		2014								
AECOM031	RES-SA4.3	4012		Red	Yellow				Yellow	Yellow





**SHLAA Ref:** 4085

**Local Plan Ref:** RES-SA3.3

**Location:** Sevenoaks Ph 2, Chatham Road, Rock Ferry

**Site Area (ha):** 0.75 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4085 Address: Sevenoaks, Phase 2B, Chatham Road, Rock Ferry	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b>	
Site is not within an area of concern	
<b>Biodiversity</b>	
The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Employment</b>	
Site doesn't overlap with employment areas	
<b>Heritage</b>	
The site is	
171 m from Rock Park Conservation Area	

**Air Quality**

Site is not within an area of concern

**Biodiversity**

The site is not within the sensitivity threshold of any biodiversity assets.

**Employment**

Site doesn't overlap with employment areas

**Heritage**

The site is

171 m from Rock Park Conservation Area

1892	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden</i>	
208	<i>m from Grade II Listed Building, ST MARGARETS</i>	
1899	<i>m from Birkenhead Priory Scheduled Monument</i>	
2092	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i> <i>Site has several rows of housing and streets which offer sufficient screening from heritage assets</i>	
<b>Health</b>		
	<i>Site is less than 1030m from Gladstone Medical Centre.</i>	
<b>Open/Green Space</b>		
	<i>Site is 267m from Nelson Road Play Area</i>	
<b>Primary Schools</b>		
	<i>Site is 619 from Rock Ferry Primary School</i>	
<b>Bus Stop</b>		
	<i>Site is 317m from Rock Ferry Bus stop</i>	
<b>Railway Station</b>		
	<i>Site is 470m from Rock Ferry Railway Station</i>	

**SHLAA Ref:** 4086  
**Local Plan Ref:** RES-RA10.3  
**Location:** New Palace Amusements, Marine Promenade  
**Site Area (ha):** 0.53 **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.				
<b>SHLAA Ref: 4086 Address: New Palace Amusements, Marine Promenade</b>	<b>Objectives and Site Assessment Criteria</b>			<b>Colour coding</b>
<b>Air Quality</b> Site is not within an area of concern				
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.				
<b>Employment</b> Site doesn't overlap with employment areas				
<b>Heritage</b> The site is 222 m from Wellington Road Conservation Area				

4008	<i>m from DERBY PARK Park and Garden</i>	
40	<i>m from Grade II Listed Building, shelter to west of causeway to fort perch rock</i>	
5866	<i>m from Birkenhead Priory Scheduled Monument</i>	
1966	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
	<i>Site is sufficiently screened from the conservation area. It is visible from several Grade II listed 'shelter' structures, sensitive design and adherence to local historic character is likely to mitigate significant negative effects.</i>	
<b>Health</b>		
	<i>Site is less than 1030m from Field Road Centre.</i>	
<b>Open/Green Space</b>		
	<i>Site is 193m from New Brighton Marine Lake</i>	
<b>Primary Schools</b>		
	<i>Site is 768m from New Brighton Primary School</i>	
<b>Bus Stop</b>		
	<i>Site is 180m from New Brighton Bus stop</i>	
<b>Railway Station</b>		
	<i>Site is 765m from New Brighton Railway Station</i>	

SHLAA Ref: 4088

Local Plan Ref: RES-SA4.10

AECOM Ref: AECOM003

Location: Maple Grove, Bromborough, Wirral

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4088 Address: Maple Grove, Bromborough, Wirral <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> Site is within 41m of Dibbinsdale SSSI Site is within 41m of Brotherton Park and Dibbinsdale LNR There are priority habitats within the site: Lowland Mixed Broad-leaf Woodland.	Yellow
<b>Employment</b> Site doesn't overlap with employment areas	Green
<b>Heritage</b>	Green

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is less than 1130m from Orchard Surgery</i>	
<b>Open/Green Space</b>	
<i>Site is 43m from Dibbinsdale LNR</i>	
<b>Primary Schools</b>	
<i>Site is 969m from Mendell Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 91m from Bromborough Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 420m from Bromborough Rake Railway Station</i>	

SHLAA Ref: 2016

Local Plan Ref:

AECOM Ref: AECOM004

Location: Wilbraham Street Car Park

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2016 Address: Wilbraham Street Car Park Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3.	
<b>Employment</b> Site does not overlap with any employment areas.	
<b>Heritage</b>	

<p>The site is</p> <p>157 m from Clifton Park Conservation Area</p> <p>985 m from BIRKENHEAD PARK Park and Garden</p> <p>63 m from Grade II Listed Building, EDWARD VII MEMORIAL CLOCK TOWER</p> <p>472 m from Birkenhead Priory Scheduled Monument</p> <p>1287 m from Liverpool- Maritime Mercantile City World Heritage Site</p> <p>Some screening from conservation area. Nearby listed buildings are visible, however mixed local character and sensitive design should mitigate significant negative effects.</p>	
<b>Health</b>	
Site is 343m from NHS Wirral CCG	
<b>Open/Green Space</b>	
Site is 575m from Hamilton Square Gardens	
<b>Primary Schools</b>	
Site is 9739m from Woodlands Primary School	
<b>Bus Stop</b>	
Site is 78m from Birkenhead Bus stop	
<b>Railway Station</b>	
Site is 192m from Birkenhead Railway Station	

SHLAA Ref: 2013

Local Plan Ref:

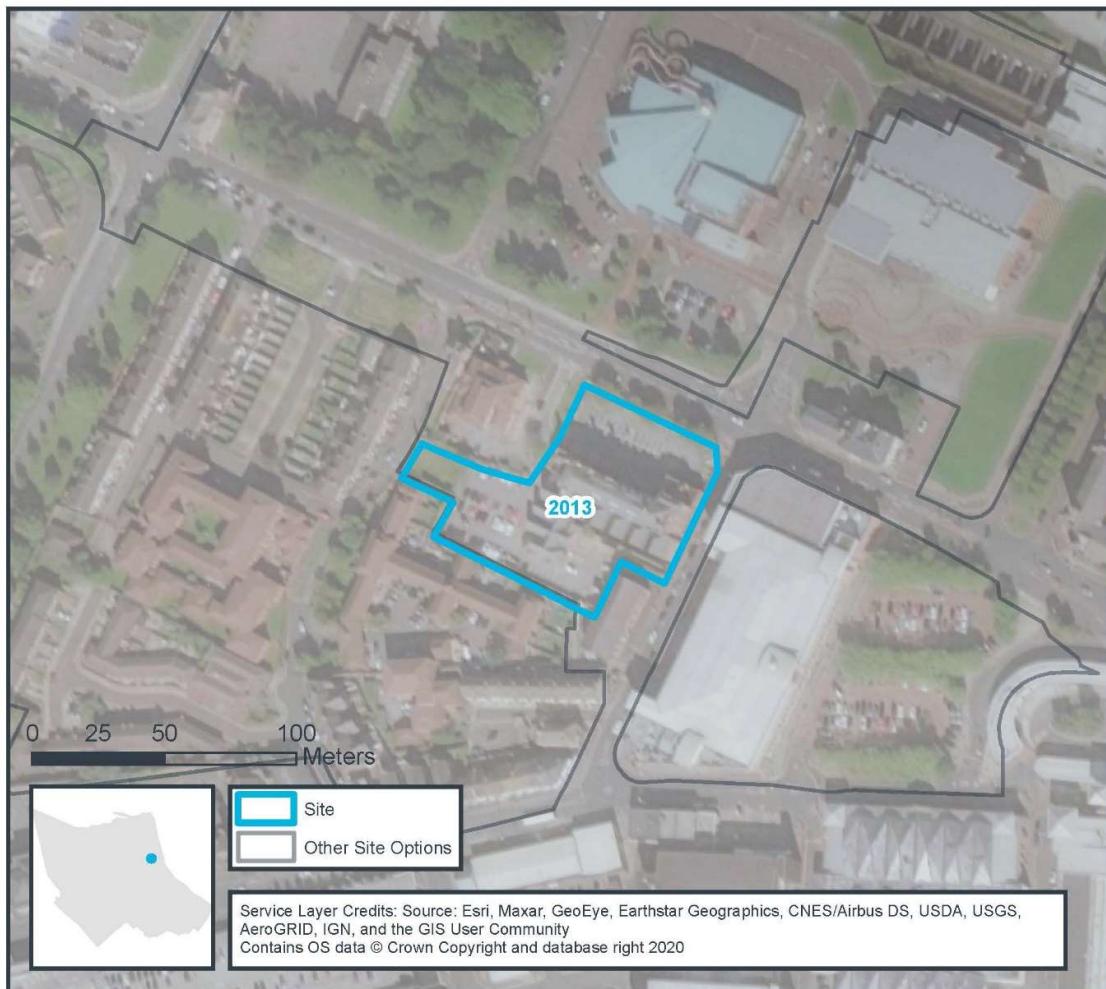
AECOM Ref: AECOM005

Location: Hamilton Building

Site Area (ha): 0.5 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2013 Address: Hamilton Building Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> Site does not overlap with any employment areas.	
<b>Heritage</b>	

<i>The site is</i>	
345 m from Clifton Park Conservation Area	
464 m from BIRKENHEAD PARK Park and Garden	
56 m from Grade II Listed Building, THE CROWN PUBLIC HOUSE	
873 m from Birkenhead Priory Scheduled Monument	
1551 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Site is partially visible from listed building, however mixed local character and sensitive design should mitigate any significant negative effects.</i>	
<b>Health</b>	
<i>Site is 870m from NHS Wirral CCG</i>	
<b>Open/Green Space</b>	
<i>Site is 479m from Bentinck Street Play Area</i>	
<b>Primary Schools</b>	
<i>Site is 411m from Cathcart Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 94m from Birkenhead Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 365m from Birkenhead Railway Station</i>	

SHLAA Ref: 0020

Local Plan RefRES-RA10.1

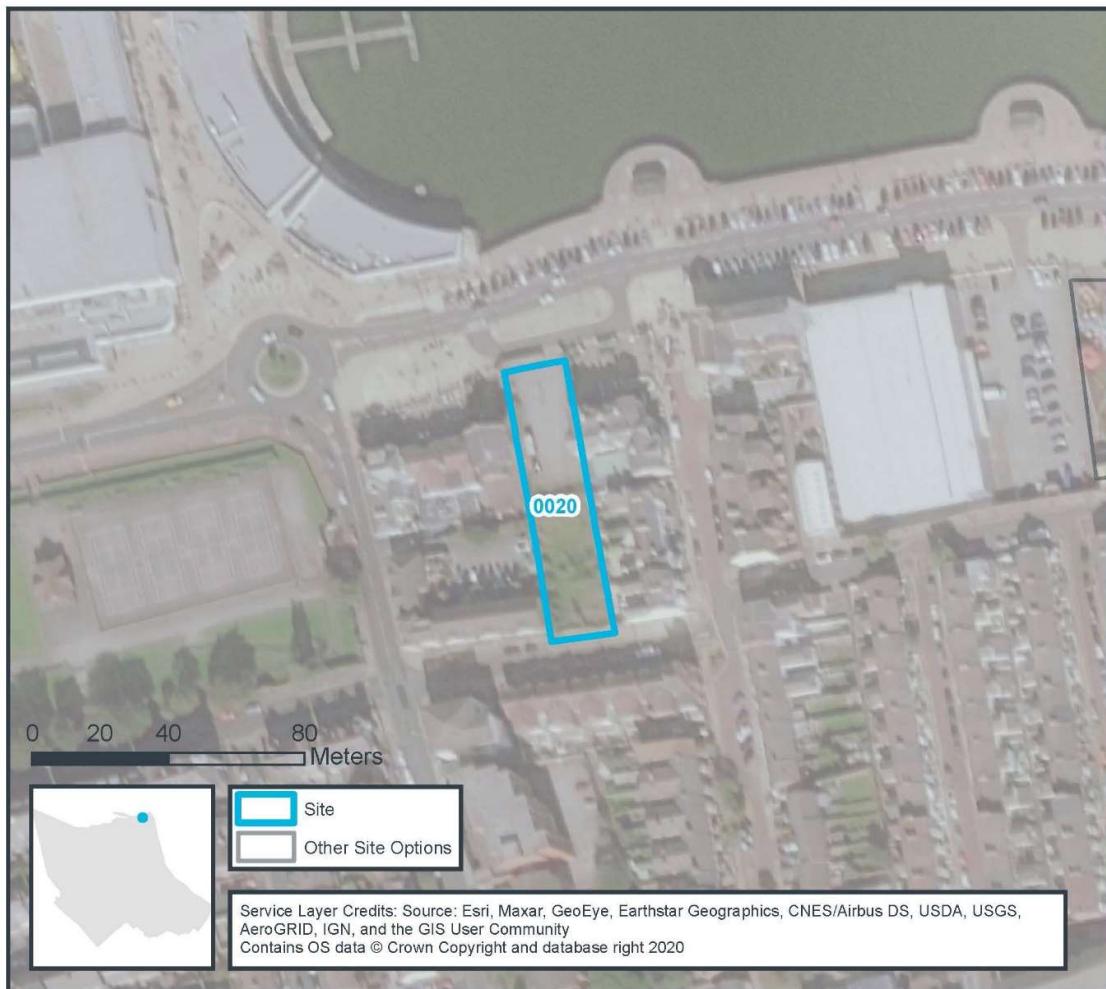
AECOM Ref: AECOM006

Location: Former Grand Hotel, Marine Promenade

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 20 Address: Former Grand Hotel, Marine Promenade <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> 4% of the site overlaps with Flood Zone 2	
<b>Employment</b> Site does not overlap with any employment areas	
<b>Heritage</b>	

<i>The site is</i>	
55 m from Wellington Road Conservation Area	
4256 m from DERBY PARK Park and Garden	
55 m from Grade II Listed Building, shelter opposite end of waterloo road	
5897 m from Birkenhead Priory Scheduled Monument	
2123 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Site is partially visible from conservation area and listed assets. However, mixed local character and sensitive design should mitigate any significant negative effects.</i>	
<b>Health</b>	
<i>Site is 953m from Field Road Health Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 159m from Marine Park</i>	
<b>Primary Schools</b>	
<i>Site is 727m from New Brighton Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 598m from New Brighton Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 598m from New Brighton Railway Station</i>	

**SHLAA Ref:** 2068

**Local Plan Ref:** RES-SA5.3

**Location:** East of Typhoo, Reeds Lane, Leasowe

**Site Area (ha):** 5.01 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2068 Address: East of Typhoo, Reeds Lane, Leasowe Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> The entirety of the site is within Flood Zone 3	

<b>Employment</b>	
<i>Site overlaps with employment areas</i>	
<b>Heritage</b>	
<i>No heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is 385m from Blackheath Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 369m from Epsom Road Play Area</i>	
<b>Primary Schools</b>	
<i>Site is 1058m from Castleway Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 131m from Leasowe Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 473m from Leasowe Railway Station</i>	

SHLAA Ref: 0689

Local Plan Ref: RES-SA3.1

AECOM Ref: AECOM008

Location: Gladstone Liberals, Dial Road, Tranmere

Site Area (ha): 0.3 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 689 Address: Gladstone Liberals, Dial Road, Tranmere Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> Site overlaps with employment areas	
<b>Heritage</b>	

*The site is*  
727 m from Oxton Village Conservation Area  
1546 m from BIRKENHEAD PARK Park and Garden  
257 m from Grade II Listed Building, CHURCH OF ST CATHERINE  
1582 m from Birkenhead Priory Scheduled Monument  
2244 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Full screening offered between site and listed buildings*

**Health**

*Site is 466m from Sexual Health Services*

**Open/Green Space**

*Site is 276m from Church Road Allotments*

**Primary Schools**

*Site is 359m from Mersey Park Primary School*

**Bus Stop**

*Site is 81m from Devonshire Park Bus stop*

**Railway Station**

*Site is 1194m from Green Lane Railway Station*

**SHLAA Ref:** 4097

**Local Plan Ref:** RES-SA5.8

**AECOM Ref:** AECOM009

**Location:** Former Dodds Builders Merchants, Bermuda Rd, Moreton

**Site Area (ha):** 0.4 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 4097 Address: Former Dodds Builders Merchants, Bermuda Road, Moreton**

**Colour coding**

**Objectives and Site Assessment Criteria**

**Air Quality**

*Site is not within an area of concern*

**Biodiversity**

*The site is not within the sensitivity threshold of any biodiversity assets.*

**Climate Change Adaptation**

*5% of the site is within Flood Zone 2.*

**Employment**

*Site doesn't overlap with employment areas*

<b>Heritage</b>	<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	<i>Site is 1075m from Moreton Health Clinic</i>	
<b>Open/Green Space</b>	<i>Site is 137m from Arrowe Brook Linear Park</i>	
<b>Primary Schools</b>	<i>Site is 910m from Lingham Primary School</i>	
<b>Bus Stop</b>	<i>Site is 81m from Moreton Bus stop</i>	
<b>Railway Station</b>	<i>Site is 2052m from Moreton Railway Station</i>	

SHLAA Ref: 0758

Local Plan Ref:

AECOM Ref: AECOM010

Location: 93 Chester Street, Birkenhead

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 758 Address: 93 Chester Street, Birkenhead	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> Site doesn't overlap with employment areas	

<b>Heritage</b>		
<i>The site is</i>		
3 m from Hamilton Square Conservation Area		
1292 m from BIRKENHEAD PARK Park and Garden		
41 m from Grade II Listed Building, 3-9, MARKET STREET (See details for further address information)		
212 m from Birkenhead Priory Scheduled Monument		
794 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Conservation area and listed buildings are visible from the site, however the mixed character of the site's vicinity and current use which does not contribute positively to the local historic environment means that sensitive development should not lead to any significant negative effects.</i>		
<b>Health</b>		
<i>Site is 294m from NHS Wirral CCG</i>		
<b>Open/Green Space</b>		
<i>Site is 184m from Rose Brae Play Area</i>		
<b>Primary Schools</b>		
<i>Site is 1144m from Cathcart Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 102m from Birkenhead Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 421m from Hamilton Square Railway Station</i>		

**SHLAA Ref:** 0916

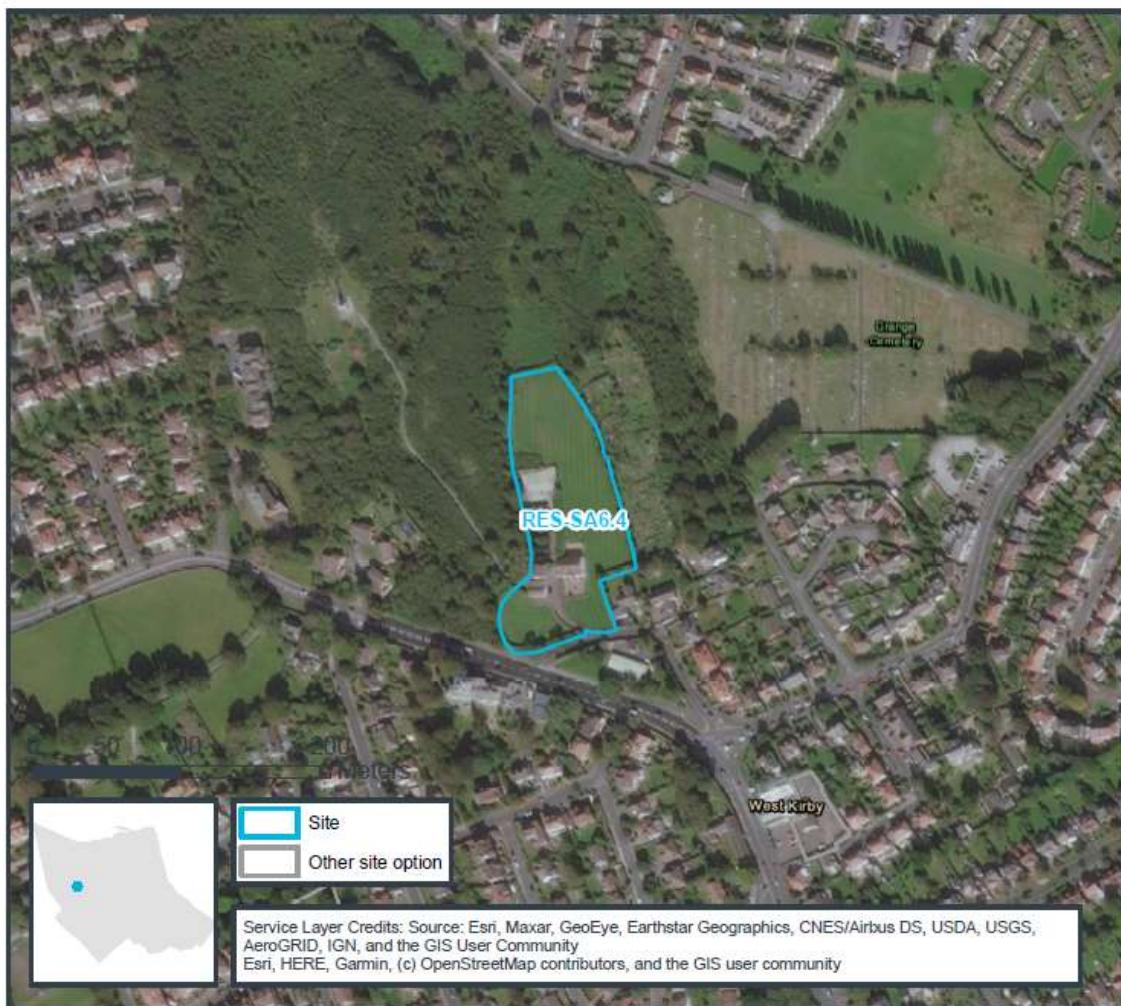
**Local Plan Ref:** RES-SA6.4

**Location:** Land at Grange Hill Farm, West Kirby

**Site Area (ha):** 0.77 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 916 Address: Land at Grange Hill Farm, West Kirby**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

Site is located within Grange Hill LWS

Site is located within Grange Hill LGS

Site is located within lowland heathland priority habitat

**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

<i>Site doesn't overlap with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
390 m from West Kirby Conservation Area	
7501 m from FLAYBRICK MEMORIAL GARDENS Park and Garden	
118 m from Grade II* Listed Building, hoylake and west kirby war memorial	
352 m from Grange Beacon, Column Road, Hoylake Scheduled Monument	
11556 m from Liverpool- Maritime Mercantile City World Heritage Site	
Nearby to listed buildings, however screening should avoid adverse effects.	
<b>Health</b>	
<i>Site is 810m from MARINE LAKE MEDICAL PRACTICE</i>	
<b>Open/Green Space</b>	
<i>Site is 120m from Grange Hill</i>	
<b>Primary Schools</b>	
<i>Site is 778m from Black Horse Hill Infants</i>	
<b>Bus Stop</b>	
<i>Site is 104m from a bus stop in West Kirby</i>	
<b>Railway Station</b>	
<i>Site is 833m from WEST KIRBY railway station</i>	

SHLAA Ref: 0996

Local Plan Ref: RES-SA3.9

AECOM Ref: AECOM012

Location: Former Christ Church, Park Road South, Birkenhead

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 996 Address: Former Christ Church, Park Road South, Birkenhead Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> Site doesn't overlap with employment areas	
<b>Heritage</b>	Yellow

<i>The site is</i>	
9 m from Birkenhead Park Conservation Area	
17 m from BIRKENHEAD PARK Park and Garden	
32 m from Grade II Listed Building, gothic lodge, gate piers and railings	
1595 m from Birkenhead Priory Scheduled Monument	
2349 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Site is adjacent to listed buildings, conservation area and historic park and gardens, sensitive design possible and the small scale of the site means that effects are unlikely to be significantly negative</i>	
<b>Health</b>	
<i>Site is 678m from Devaney Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 181m from Birkenhead Park</i>	
<b>Primary Schools</b>	
<i>Site is 744m from Priority Parish CE Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 142m from Birkenhead Park Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 1139m from Birkenhead Park Railway Station</i>	

SHLAA Ref: 1171

Local Plan RefRES-RA10.2

AECOM Ref: AECOM013

Location: Egerton Street Playground, New Brighton

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1171 Address: Egerton Street Playground, New Brighton Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> Site doesn't overlap with employment areas	
<b>Heritage</b>	

*The site is*

233 m from Wellington Road Conservation Area  
4227 m from DERBY PARK Park and Garden  
120 m from Grade II Listed Building, FORMER BANK AND RESIDENCE  
5634 m from Birkenhead Priory Scheduled Monument  
1908 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Full screening offered between site and heritage assets*

**Health**

*Site is 695m from Field Road Health Centre*

**Open/Green Space**

*Site is 96m from Egerton Street Play Area*

**Primary Schools**

*Site is 432m from New Brighton Primary School*

**Bus Stop**

*Site is 62m from New Brighton Bus stop*

**Railway Station**

*Site is 586m from New Brighton Railway Station*

SHLAA Ref: 1301

Local Plan Ref: RES-SA6.5

AECOM Ref: AECOM014

Location: Adjacent 1 Cholmondeley Road, West Kirby

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1301 Address: Adjacent 1 Cholmondeley Road, West Kirby	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are priority habitats within the site: Lowland Mixed Broad-leaf Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> Site doesn't overlap with employment areas	

<b>Heritage</b>		
<i>The site is</i>		
218 m from West Kirby Conservation Area		
7775 m from FLAYBRICK MEMORIAL GARDENS Park and Garden		
317 m from Grade II Listed Building, CHURCH OF ST BRIDGET		
369 m from Grange Beacon, Column Road, Hoylake Scheduled Monument		
11811 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Full screening offered between site and heritage assets</i>		
<b>Health</b>		
<i>Site is 779m from Marine Lake Medical Practice</i>		
<b>Open/Green Space</b>		
<i>Site is 242m from Ashton Park</i>		
<b>Primary Schools</b>		
<i>Site is 573m from St Bridgets CE Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 449m from West Kirby Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 802m from West Kirby Railway Station</i>		

SHLAA Ref: 5146

Local Plan Ref:

AECOM Ref: AECOM015

Location: Land at Twickenham Drive

Site Area (ha): 0.8 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5146 Address: Land at Twickenham Drive Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> The entirety of the site is within Flood Zone 3.	
<b>Employment</b> Site doesn't overlap with employment areas	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is 249m from Leasowe Medical Practice</i>	
<b>Open/Green Space</b>	
<i>Site is 164m from Leasowe Recreation Centre Playing Field</i>	
<b>Primary Schools</b>	
<i>Site is 264m from Leasowe Early Year and Adult</i>	
<b>Bus Stop</b>	
<i>Site is 141m from Leasowe Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 1586m from Leasowe Railway Station</i>	

SHLAA Ref: 1571

Local Plan Ref:

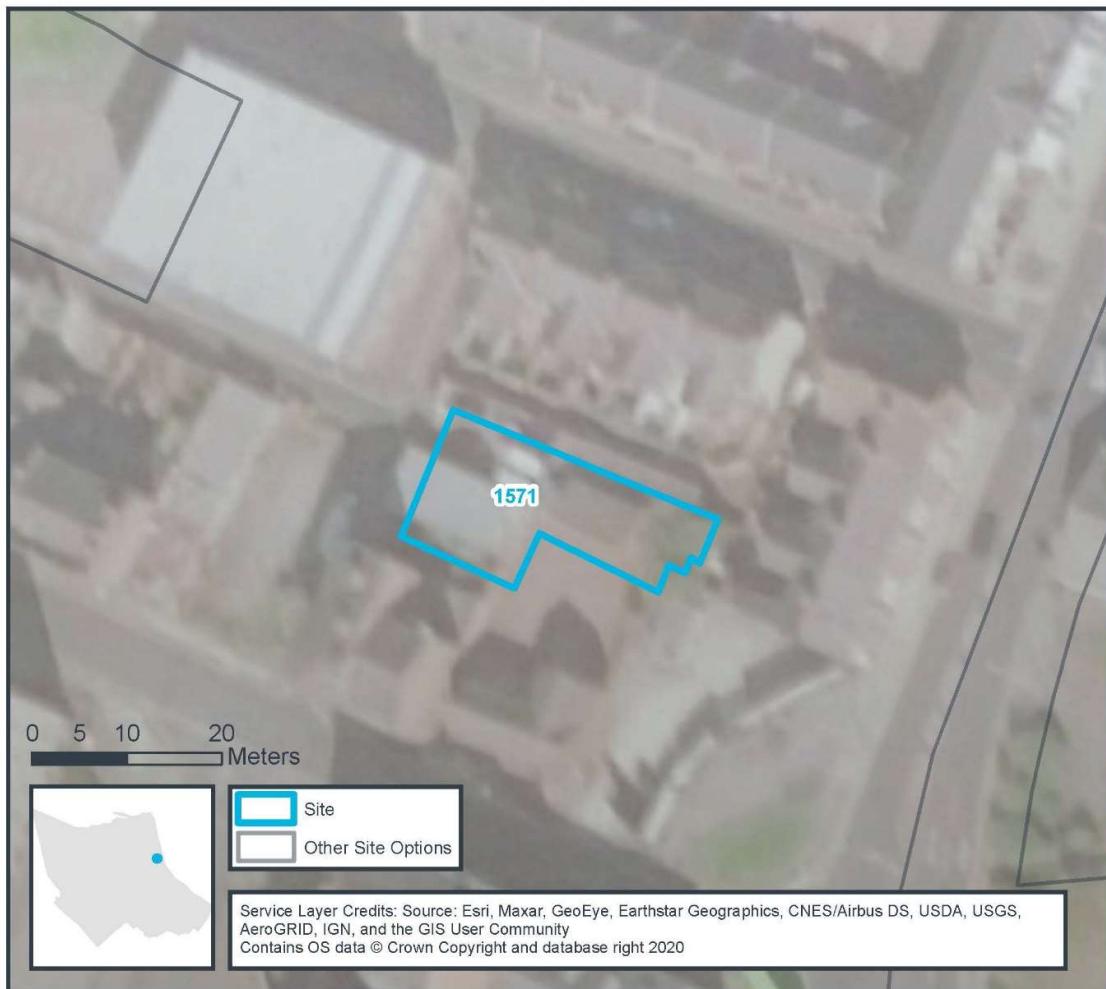
AECOM Ref: AECOM016

Location: Rear 3 to 17 Duncan Street, Birkenhead

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1571 Address: Rear 3 to 17 Duncan Street, Birkenhead Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> No overlap	
<b>Heritage</b>	Red

<i>The site is</i>	
0 m from Hamilton Square Conservation Area	
1221 m from BIRKENHEAD PARK Park and Garden	
16 m from Grade II Listed Building, 12 and 14, market street and 75, albion street	
277 m from Birkenhead Priory Scheduled Monument	
868 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Site is within a conservation area and adjacent to listed building. Significant effects likely.</i>	
<b>Health</b>	
<i>Site is 213m from NHS Wirral CCG</i>	
<b>Open/Green Space</b>	
<i>Site is 164m from Hamilton Square Gardens</i>	
<b>Primary Schools</b>	
<i>Site is 1075m from Cathcart Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 177m from Birkenhead Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 375m from Hamilton Square Railway Station</i>	

SHLAA Ref: 1610

Local Plan Ref: RES-SA4.1

AECOM Ref: AECOM017

Location: Land at Civic Way, Bebington

Site Area (ha): 0.8 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1610 Address: Land at Civic Way, Bebington Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are priority habitats in very close proximity to the site: Lowland Mixed Deciduous Woodland.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	

<b>Heritage</b>		
<i>The site is</i>		
0 m from Lower Bebington Conservation Area		
413 m from the dell, the diamond and the causeway, port sunlight Park and Garden		
93 m from Grade II Listed Building, Bebington Central Library		
1180 m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument		
4416 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Sensitive design in keeping with surrounding character is likely to mitigate any significant negative effects.</i>		
<b>Health</b>		
<i>Site is 110m from Civic Medical Centre</i>		
<b>Open/Green Space</b>		
<i>Site is 135m from Bebington Civic Frontage (North)</i>		
<b>Primary Schools</b>		
<i>Site is 720m from Brackenwood Infant School</i>		
<b>Bus Stop</b>		
<i>Site is 182m from Lower Bebington Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 741m from Port Sunlight Railway Station</i>		

SHLAA Ref: 1620

Local Plan Ref:

AECOM Ref: AECOM018

Location: Car Park, west of 22 Lorn Street, Birkenhead

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: Car Park, west of 22 Lorn Street, Birkenhead Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>The site is:</i>	
0 m from Hamilton Square Conservation Area	
822 m from BIRKENHEAD PARK Park and Garden	
56 m from "Grade II Listed Building, THE STORK HOTEL PUBLIC HOUSE"	
598 m from Birkenhead Priory Scheduled Monument	
1186 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Adjacent to conservation area, however mixed local character means that significant negative effects are unlikely.</i>	
<b>Health</b>	
528m from NHS WIRRAL CCG	
<b>Open/Green Space</b>	
259m from Hamilton Square Gardens	
<b>Primary Schools</b>	
767m from Cathcart primary	
<b>Bus Stop</b>	
180m from a bus stop in Birkenhead	
<b>Railway Station</b>	
<i>Site is 559m from HAMILTON SQUARE railway station</i>	

**SHLAA Ref:** 1827

**Local Plan Ref:** RES-SA5.4

**Location:** Former Foxfield School, Douglas Drive, Moreton

**Site Area (ha):** 1.44 **Proposed Use:** Housing Allocation



**AECOM**



**Likely to promote positive effects**

**Possible positive effects, though not significant**

**Unlikely to have significant effects**

**Possible negative effect (mitigation possible)**

**Likely to generate negative effects**

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: 1827 Address: Former Foxfield School, Douglas Drive, Moreton</b>	<b>Colour coding</b>
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b>	
<i>Site is not within an area of concern</i>	
<b>Biodiversity</b>	
<i>The site is not within the sensitivity threshold of any biodiversity assets.</i>	
<b>Climate Change Adaptation</b>	
<i>Site is not within Flood Zones 2 or 3</i>	
<b>Employment</b>	
<i>The site does not overlap with employment areas.</i>	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b> <i>Site is 871m from Moreton Health Clinic</i>	
<b>Open/Green Space</b> <i>Site is 354m from Lingham Park</i>	
<b>Primary Schools</b> <i>Site is 642m from Lingham Primary School</i>	
<b>Bus Stop</b> <i>Site is 227m from Moreton Bus stop</i>	
<b>Railway Station</b> <i>Site is 1756m from Moreton Railway Station</i>	

**SHLAA Ref:** 1833

**Local Plan Ref:** RES-RA11.1

**Location:** 43 Bebington Road, New Ferry

**Site Area (ha):** 0.09 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: 1833 Address: 43 Bebington Road, New Ferry</b> <b>Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>The site is</i>		
0	<i>m from Port Sunlight Conservation Area</i>	
461	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden</i>	
13	<i>m from Grade II Listed Building, 3-11, BOUNDARY ROAD</i>	
1226	<i>m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument</i>	
3458	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
	<i>Site is within a conservation area and nearby to listed buildings. Sensitive development may avoid significant effects, though the existing setting of heritage assets are likely to be affected.</i>	
<b>Health</b>		
	<i>Site is 544m from Parkfield Medical Centre.</i>	
<b>Open/Green Space</b>		
	<i>Site is 64m from Boundary Road Open Space</i>	
<b>Primary Schools</b>		
	<i>Site is 361m from Grove Street Primary School</i>	
<b>Bus Stop</b>		
	<i>Site is 53m from New Ferry Bus stop</i>	
<b>Railway Station</b>		
	<i>Site is 572m from Bebington Railway Station</i>	

**SHLAA Ref:** 1908

**Local Plan Ref:** RES-SA5.9

**AECOM Ref:** AECOM021

**Location:** Former Arrowe Hill Primary School, Woodchurch

**Site Area (ha):** 0.3 **Proposed Use:** Residential



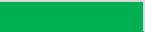
**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1908 Address: Former Arrowe Hill Primary School, Woodchurch <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b> <i>Site is 921m from Heatherlands Medical Centre.</i>	
<b>Open/Green Space</b> <i>Site is 266m from Meadow Crescent Open Space</i>	
<b>Primary Schools</b> <i>Site is 549m from Woodchurch CE Aided Primary School</i>	
<b>Bus Stop</b> <i>Site is 226m from Arrowe Hill Bus stop</i>	
<b>Railway Station</b> <i>Site is 1602m from Upton Railway Station</i>	

**SHLAA Ref:** 1974

**Local Plan Ref:** RES-SA4.5

**AECOM Ref:** AECOM022

**Location:** Eastham Youth Centre, Lyndale Avenue

**Site Area (ha):** 0.4 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1974 Address: Eastham Youth Centre, Lyndale Avenue <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>The site is</i>	
249 m from Eastham Village Conservation Area	
4300 m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden	
356 m from Grade II Listed Building, 31-35, STANLEY LANE	
4016 m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument	
8648 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Full screening offered between site and heritage assets</i>	
<b>Health</b>	
<i>Site is 2408m from Orchard Surgery</i>	
<b>Open/Green Space</b>	
<i>Site is 106m from Lyndale Avenue Backland</i>	
<b>Primary Schools</b>	
<i>Site is 156m from Lyndale Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 278m from Eastham Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 1502m from Eastham Rake Railway Station</i>	

**SHLAA Ref:** 2002

**Local Plan Ref:**

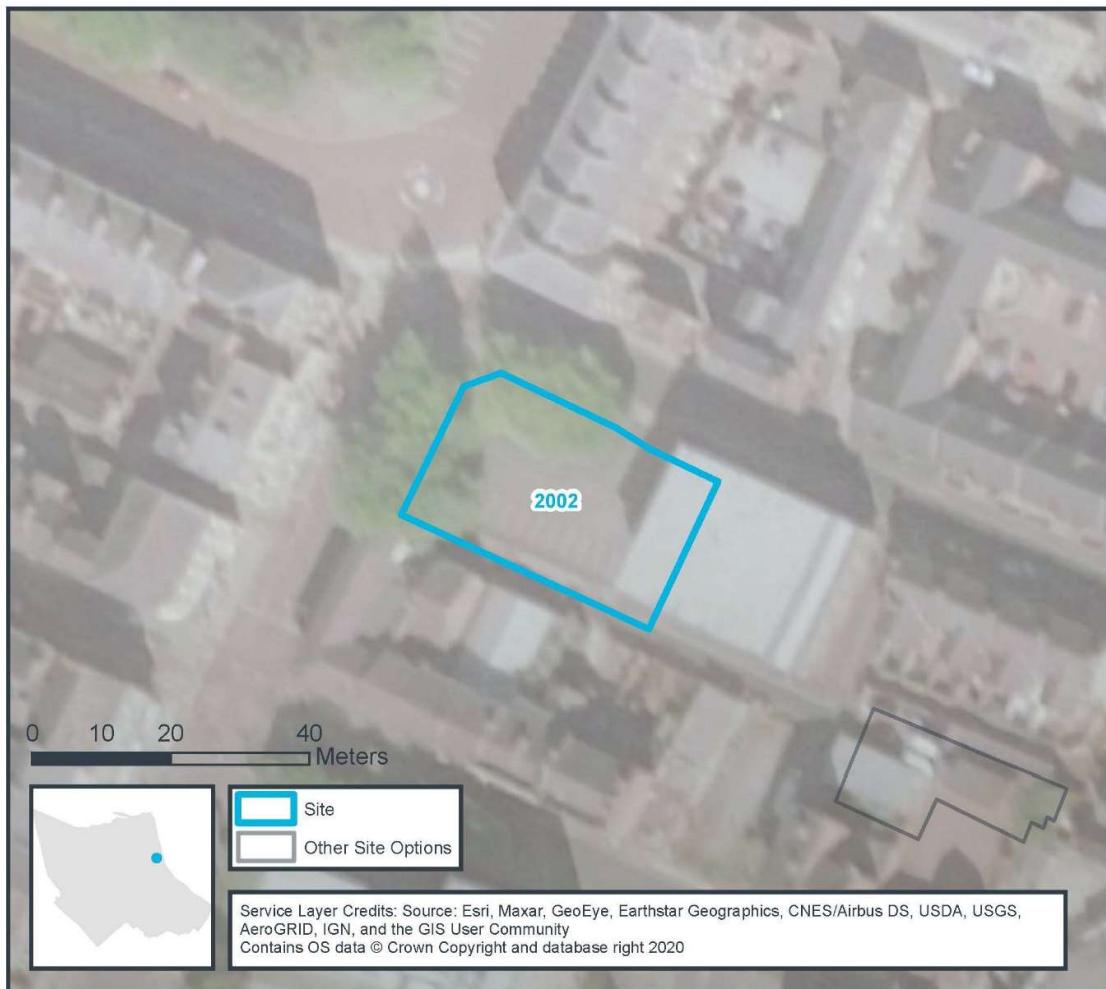
**AECOM Ref:** AECOM023

**Location:** Duncan Street Car Park, Birkenhead

**Site Area (ha):** 0.1 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2002 Address: Duncan Street Car Park, Birkenhead <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	Red

<i>The site is</i>	
0 m from Hamilton Square Conservation Area	
1151 m from BIRKENHEAD PARK Park and Garden	
1 m from Grade II Listed Building, K6 Telephone Kiosk on Hamilton Street at junction with Duncan Street, adjacent to Hamilton Square	
331 m from Birkenhead Priory Scheduled Monument	
905 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Significant effects are likely</i>	
<b>Health</b>	
Site is 240m from NHS Wirral CCG	
<b>Open/Green Space</b>	
Site is 136m from Hamilton Square Gardens	
<b>Primary Schools</b>	
Site is 1047m from Cathcart Primary School	
<b>Bus Stop</b>	
Site is 126m from Birkenhead Bus stop	
<b>Railway Station</b>	
Site is 348m from Hamilton Square Railway Station	

SHLAA Ref: 2005

Local Plan Ref: RES-SA1.2

AECOM Ref: AECOM024

Location: Gibson House, Seabank Road, Egremont

Site Area (ha): 0.7 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2005 Address: Gibson House, Seabank Road, Egremont Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> Site is 50m from Mersey Narrows SSSI Site is 50m from Mersey Narrows & North Wirral Foreshore SPA Site is 50m from Mersey Narrows & North Wirral Foreshore There are priority habitats within the site: Lowland Mixed Broad-leaf Woodland	Red
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	Green

<b>Employment</b>	The site does not overlap with employment areas.	
<b>Heritage</b>		
The site is		
663 m from Magazines Conservation Area		
2959 m from BIRKENHEAD PARK Park and Garden		
122 m from Grade II Listed Building, MANOR CHURCH CENTRE		
3871 m from Birkenhead Priory Scheduled Monument		
900 m from Liverpool- Maritime Mercantile City World Heritage Site.		
Full screening is offered between the site and heritage assets.		
<b>Health</b>		
Site is 654m from Egremont Medical Centre		
<b>Open/Green Space</b>		
Site is 95m from Maddock Road Recreation Ground		
<b>Primary Schools</b>		
Site is 916m from Liscard Primary School		
<b>Bus Stop</b>		
Site is 152m from Egremont Bus stop		
<b>Railway Station</b>		
Site is 2226m from New Brighton Railway Station		

SHLAA Ref: 2006

Local Plan Ref: RES-SA1.3

AECOM Ref: AECOM025

Location: Rear of Gibson House, Maddock Road, Egremont

Site Area (ha): 0.4 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2006 Address: Rear of Gibson House, Maddock Road, Egremont Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> Site is 13m from Mersey Narrows SSSI Site is 13m from Mersey Narrows & North Wirral Foreshore SPA Site is 13m from Mersey Narrows & North Wirral Foreshore There are priority habitats within the site: Lowland Mixed Broad-leaf Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	

<b>Employment</b>	The site does not overlap with employment areas.	
<b>Heritage</b>		
The site is		
656 m from Magazines Conservation Area		
3022 m from BIRKENHEAD PARK Park and Garden		
182 m from Grade II Listed Building, MANOR CHURCH CENTRE		
3884 m from Birkenhead Priory Scheduled Monument		
865 m from Liverpool- Maritime Mercantile City World Heritage Site		
Full screening is offered between the site and heritage assets.		
<b>Health</b>		
Site is 728m from Egremont Medical Centre		
<b>Open/Green Space</b>		
Site is 93m from Maddock Road Recreation Ground		
<b>Primary Schools</b>		
Site is 991m from Liscard Primary School		
<b>Bus Stop</b>		
Site is 226m from Egremont Bus stop		
<b>Railway Station</b>		
Site is 2301m from New Brighton Railway Station		

SHLAA Ref: 2022

Local Plan Ref:

AECOM Ref: AECOM026

Location: Wallasey Town Hall North Annex, Egremont

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2022 Address: Wallasey Town Hall North Annex, Egremont Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<p>The site is</p> <p>1547 m from Magazines Conservation Area</p> <p>2412 m from BIRKENHEAD PARK Park and Garden</p> <p>24 m from "Grade II Listed Building, that part of the brighton public house contained within buchanan road the brighton public house"</p> <p>3019 m from Birkenhead Priory Scheduled Monument</p> <p>737 m from Liverpool- Maritime Mercantile City World Heritage Site</p> <p>Mixed local character and sensitive design should mitigate any negative effects</p>	
<b>Health</b>	
Site is 475m from Egremont Medical Centre	
<b>Open/Green Space</b>	
Site is 149m from Sandon Road Recreation Ground	
<b>Primary Schools</b>	
Site is 368m from Riverside Primary School	
<b>Bus Stop</b>	
Site is 51m from South Egremont Bus stop	
<b>Railway Station</b>	
Site is 2824m from Birkenhead Park Railway Station	

**SHLAA Ref:** 2023

**Local Plan Ref:** RES-RA1.2

**Location:** Wallasey Town Hall South Annexe, Egremont

**Site Area (ha):** 0.24 **Proposed Use:** Housing Allocation



AECOM



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2023 Address: Wallasey Town Hall South Annexe, Egremont Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

*The site is*  
1694 m from Magazines Conservation Area  
2330 m from BIRKENHEAD PARK Park and Garden  
44 m from Grade II Listed Building, WALLASEY TOWN HALL  
2878 m from Birkenhead Priory Scheduled Monument  
700 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Adjacent to a listed building and hence its setting may be affected by development, though sensitive development should mitigate any significant effects.*

**Health**

*Site is 624m from Egremont Medical Centre*

**Open/Green Space**

*Site is 25m from Ginea Gap Sports Centre MUGA*

**Primary Schools**

*Site is 176m from Riverside Primary School*

**Bus Stop**

*Site is 146m from Seacombe Bus stop*

**Railway Station**

*Site is 2797m from Bank Hall Railway Station*

SHLAA Ref: 2036

Local Plan Ref:

AECOM Ref: AECOM028

Location: Elgin Way Car Park, Birkenhead

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2036 Address: Elgin Way Car Park, Birkenhead Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

*The site is*

9 m from Hamilton Square Conservation Area  
1029 m from BIRKENHEAD PARK Park and Garden  
22 m from Grade II Listed Building, 19 21, ARGYLE STREET  
639 m from Birkenhead Priory Scheduled Monument  
918 m from Liverpool- Maritime Mercantile City World Heritage Site

*Mixed local character means that significant negative effects are unlikely.*

**Health**

*Site is 627m from NHS Wirral CCG*

**Open/Green Space**

*Site is 173m from Hamilton Square Gardens*

**Primary Schools**

*Site is 1011m from Cathcart Primary School*

**Bus Stop**

*Site is 63m from Birkenhead Bus stop*

**Railway Station**

*Site is 244m from Hamilton Square Railway Station*

SHLAA Ref: 2069

Local Plan Ref:

AECOM Ref: AECOM029

Location: Hinson Street Car Park

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2069 Address: Hinson Street Car Park Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>The site is</i>		
2	<i>m from Hamilton Square Conservation Area</i>	
1046	<i>m from Birkenhead Park Park and Garden</i>	
8	<i>m from Grade II Listed Building, numbers 29 to 47 (odd) with brick outbuilding to rear</i>	
375	<i>m from Birkenhead Priory Scheduled Monument</i>	
1029	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>Mixed local character means that significant negative effects are unlikely.</i>		
<b>Health</b>		
<i>Site is 234m from NHS Wirral CCG</i>		
<b>Open/Green Space</b>		
<i>Site is 258m from Hamilton Square Gardens</i>		
<b>Primary Schools</b>		
<i>Site is 1011m from Cathcart Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 63m from Birkenhead Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 244m from Hamilton Square Railway Station</i>		

SHLAA Ref: 2014

Local Plan Ref:

AECOM Ref: AECOM030

Location: Conway Building, Birkenhead

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2014 Address: Conway Building, Birkenhead Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	Red

The site is  
77 m from Hamilton Square Conservation Area  
780 m from BIRKENHEAD PARK Park and Garden  
0 m from Grade II Listed Building, WIRRAL EDUCATION CENTRE  
592 m from Birkenhead Priory Scheduled Monument  
1301 m from Liverpool- Maritime Mercantile City World Heritage Site  
Site encompasses listed building, sensitive design and retention of building possible,  
however some negative effects are likely.

**Health**

Site is 466m from NHS Wirral CCG

**Open/Green Space**

Site is 457m from Hamilton Square Gardens

**Primary Schools**

Site is 741m from Cathcart Primary School

**Bus Stop**

Site is 139m from Birkenhead Bus stop

**Railway Station**

Site is 474m from Conway Park Station

**SHLAA Ref:** 4012

**Local Plan Ref:** RES-SA4.3

**Location:** Riverside Park, Southwood Road, Bromborough,

**Site Area (ha):** 6.5 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4012 Address: Riverside Office Park, Riverwood Road, Bromborough	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site overlaps with Eastham Woods LWS There are priority habitats within the site: Lowland Mixed Deciduous Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b>	

<i>The site does overlaps with employment areas</i>	
<b>Heritage</b> <i>There are no heritage assets within 300m of the site</i>	
<b>Health</b> <i>Site is 1121m from Orchard Surgery</i>	
<b>Open/Green Space</b> <i>Site is 196m from Eastham Country Park</i>	
<b>Primary Schools</b> <i>Site is 1122m from Christ the King Catholic Primary School</i>	
<b>Bus Stop</b> <i>Site is 224m from Bromborough Bus stop</i>	
<b>Railway Station</b> <i>Site is 2018m from Bromborough Rake Station</i>	

**SHLAA Ref:** 1715  
**Local Plan Ref:** RES-SA4.2

**Location:** Former MOD, Old Hall Road, Bromborough

**Site Area (ha):** 8.01 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1715 Address: Former Former MOD, Old Hall Road, Bromborough Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site overlaps with Eastham Woods LWS There are priority habitats within the site: Lowland Mixed Deciduous Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does overlap with employment areas	

<b>Heritage</b>	<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	<i>Site is 640m from Orchard Surgery</i>	
<b>Open/Green Space</b>	<i>Site is 537m from Eastham Country Park</i>	
<b>Primary Schools</b>	<i>Site is 779m from Mendell Primary School</i>	
<b>Bus Stop</b>	<i>Site is 63m from Bromborough Bus stop</i>	
<b>Railway Station</b>	<i>Site is 1537m from Bromborough Rake Station</i>	

**SHLAA Ref:** 2072  
**Local Plan Ref:** RES-SA4.6  
**Location:** Former Croda, Prices Way, Bromborough Pool  
**Site Area (ha):** 4.62 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2072 Address: Former Croda, Prices Way, Bromborough Pool Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are priority habitats in very close proximity to the site: Lowland Mixed Deciduous Woodland	
<b>Climate Change Adaptation</b> 99% of the site is located within at least Flood Zone 2 89% of the site is located within Flood Zone 3	
<b>Employment</b>	

*The site overlaps with employment areas*

**Heritage**

*The site is located within 70m of Bromborough Pool Conservation Area*

*There are listed buildings within the site*

*There are scheduled monuments within 300m of the site*

*Nearby to a conservation area and scheduled monument as well as encompassing a listed building. Screening should avoid adverse effects on the monument and conservation area. The setting of the listed building may be effected to some extent, however the existing mixed character and use of the site mean that development has the potential to improve the character of the setting.*

**Health**

*Site is 2314m from Parkfield Medical Centre*

**Open/Green Space**

*Site is 842m from Bromborough Dock Nature Area*

**Primary Schools**

*Site is 1747m from Church Drive Primary School*

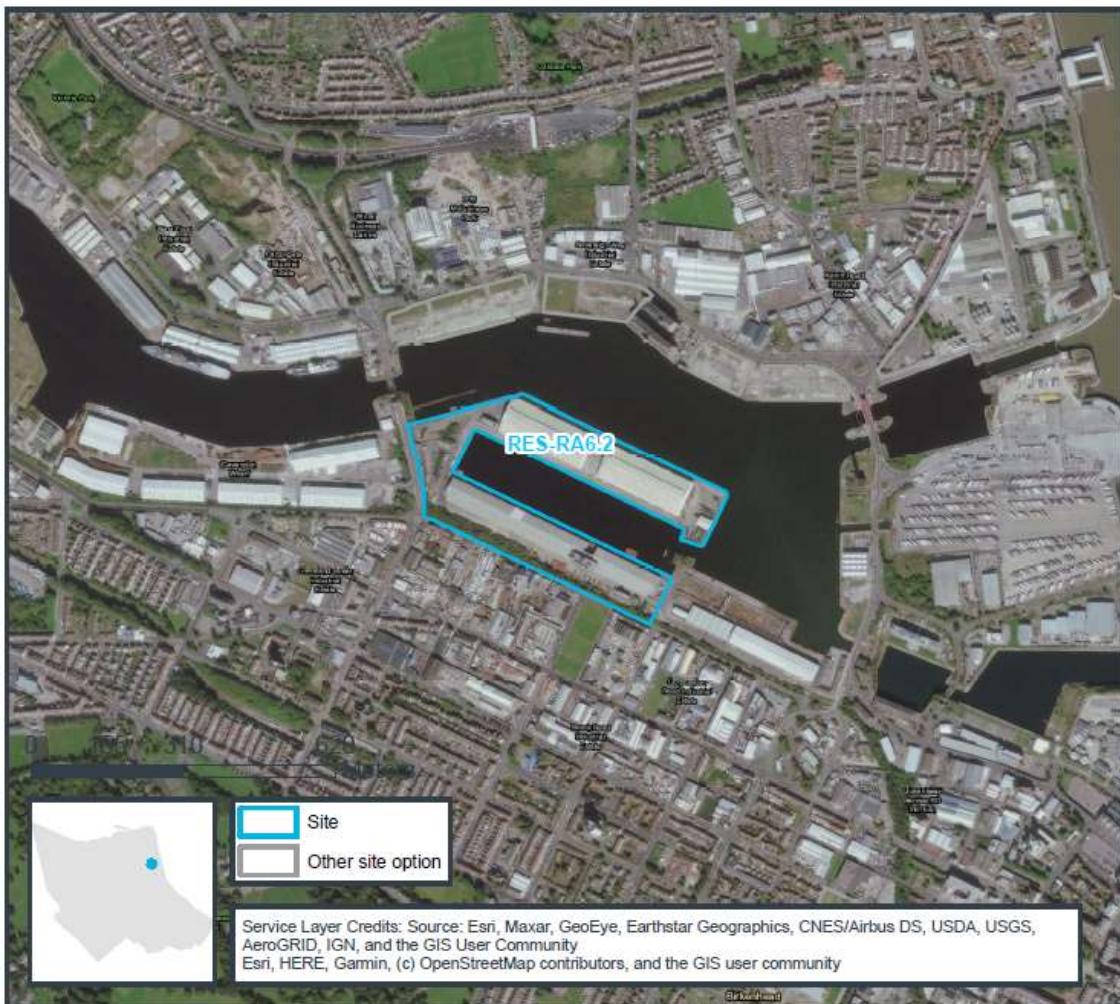
**Bus Stop**

*Site is 964m from Bromborough Pool Bus stop*

**Railway Station**

*Site is 2064m from Port Sunlight Station*

**SHLAA Ref:** 0755  
**Local Plan Ref:** RES-RA6.2  
**Location:** Wirral Waters - Vittoria Studios and Sky City  
**Site Area (ha):** 12.3 **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 0755 Address: Wirral Waters – Vittoria Studios and Sky City, Duke St, Birkenhead	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> 32% in flood zone 2 and 27% in flood zone 3.	
<b>Employment</b> The site overlaps with employment areas	

<b>Heritage</b>		
<i>The site is</i>		
624 m from Birkenhead Park Conservation Area		
633 m from BIRKENHEAD PARK Park and Garden		
219 m from Grade II Listed Building, grain warehouse to south of grain warehouse dock		
1542 m from Birkenhead Priory Scheduled Monument		
1348 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Visible from nearby listed buildings, however mixed character mean that adverse effects are likely to be avoided.</i>		
<b>Health</b>		
<i>Site is 1098m from Miriam Primary Care Group</i>		
<b>Open/Green Space</b>		
<i>Site is 681m from Gallaghers Hill Play Area</i>		
<b>Primary Schools</b>		
<i>Site is 677m from Our Lady&amp; St Edwards Catholic Primary</i>		
<b>Bus Stop</b>		
<i>Site is 194m from Birkenhead Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 613m from Birkenhead Park Station</i>		

**SHLAA Ref:** 2078

**Local Plan Ref:** RES-RA6.3

**Location:** Wirral Waters - Northbank East 1 (Urban Splash)

**Site Area (ha):** 0.8 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2078 Address: Wirral Waters – Northbank East 1, Dock Rd Seacombe (Peel/Urban Splash)	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b>	
<i>Site is not within an area of concern</i>	
<b>Biodiversity</b>	
<i>The site is not within the sensitivity threshold of any biodiversity assets.</i>	
<b>Climate Change Adaptation</b>	
<i>Site is not within Flood Zones 2 or 3</i>	
<b>Employment</b>	
<i>No overlap.</i>	

<b>Heritage</b>		
<i>The site is</i>		
1126 m from Birkenhead Park Conservation Area		
1135 m from Birkenhead Park Park and Garden		
79 m from Grade II Listed Building, grain warehouse to south of grain warehouse dock		
1810 m from Birkenhead Priory Scheduled Monument		
1232 m from Liverpool- Maritime Mercantile City World Heritage Site		
Adjacent to a listed building and hence its setting may be affected by development, though sensitive development should mitigate any significant effects.		
<b>Health</b>		
<i>Site is 2087m from NHS Wirral CCG</i>		
<b>Open/Green Space</b>		
<i>Site is 702m from Lane Play</i>		
<b>Primary Schools</b>		
<i>Site is 1267m from Kingsway Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 43m from Oakdale Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 1636m from Hamilton Square Park Station</i>		

SHLAA Ref: 2080

Local Plan Ref: RES-RA6.5

AECOM Ref: AECOM037

Location: Wirral Waters - Northbank East 3 (Tower Road)

Site Area (ha): 0.6 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2080 Address: Wirral Waters - Northbank East 3 (Tower Road) Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> 47% of the site falls within at least Flood Zone 2 31% of the site falls within Flood Zone 3	
<b>Employment</b> The site does not overlap with employment areas	

<b>Heritage</b>		
<i>The site is</i>		
1056 m from Hamilton Square Conservation Area		
1190 m from BIRKENHEAD PARK Park and Garden		
184 m from Grade II Listed Building, HYDRAULIC GENERATING STATION		
1703 m from Birkenhead Priory Scheduled Monument		
1054 m from Liverpool- Maritime Mercantile City World Heritage Site		
Nearby to a listed building and hence its setting may be affected by development, though sensitive development should mitigate any significant effects.		
<b>Health</b>		
Site is 1947m from NHS Wirral CCG		
<b>Open/Green Space</b>		
Site is 561m from Woodview Avenue Play Area		
<b>Primary Schools</b>		
Site is 1267m from St Joseph's Catholic Primary School		
<b>Bus Stop</b>		
Site is 21m from Oakdale Bus stop		
<b>Railway Station</b>		
Site is 1495m from Hamilton Square Park Station		

**SHLAA Ref:** 2082  
**Local Plan Ref:** RES-RA6.4  
**Location:** Wirral Waters - Northbank West 2 (Urban Splash)  
**Site Area (ha):** 1.5 **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2082 Address: Wirral Waters – Northbank West 2, Dock Rd Seacombe (Peel/Urban Splash) Objectives and Site Assessment Criteria	Colour coding
Air Quality Site is not within an area of concern	
Biodiversity The site is not within the sensitivity threshold of any biodiversity assets.	
Climate Change Adaptation Site is not within Flood Zones 2 or 3	
Employment The site overlaps with employment areas	

<b>Heritage</b>		
<i>The site is</i>		
1103 m from Birkenhead Park Conservation Area		
1111 m from BIRKENHEAD PARK Park and Garden		
53 m from Grade II Listed Building, Grain Warehouse To North Of Grain Warehouse Dock		
2058 m from Birkenhead Priory Scheduled Monument		
1402 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Visible from listed buildings in close proximity, however surrounding character means that significant negative effects are unlikely.</i>		
<b>Health</b>		
<i>Site is 1881m from Miriam Primary Care Group</i>		
<b>Open/Green Space</b>		
<i>Site is 424m from Citrine Park</i>		
<b>Primary Schools</b>		
<i>Site is 906m from Kingsway Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 35m from Oakdale Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 1395m from Birkenhead Park Station</i>		

SHLAA Ref: 3019

Local Plan Ref:

AECOM Ref: AECOM039

Location: Adjacent 65 Big Meadow Road, Woodchurch

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 3019 Address: Adjacent 65 Big Meadow Road, Woodchurch Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are priority habitats 48m from the site: Lowland Mixed Broad-leaf Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is 738m from Heatherlands Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 532m from Nuffield Close Woodland</i>	
<b>Primary Schools</b>	
<i>Site is 741m from St Joseph's Catholic Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 296m from Arrowe Hill Bus stop</i>	
<b>Railway Station</b>	
<i>Site is 120m from Upton Park Station</i>	

SHLAA Ref: 4079

Local Plan Ref: RES-RA11.2

AECOM Ref: AECOM040

Location: Woodhead Street Car Park, New Ferry

Site Area (ha): 0.8 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4079 Address: Woodhead Street Car Park, New Ferry Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	Yellow

<i>The site is</i>		
0 m from Port Sunlight Conservation Area		
480 m from The Dell, The Diamond And The Causeway, Port Sunlight Park/ Garden		
7 m from Grade II Listed Building, HESKETH HALL		
1144 m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument		
3381 m from Liverpool- Maritime Mercantile City World Heritage Site	Adjacent to conservation area and listed buildings, however mixed local character means that significant negative effects are unlikely.	
<b>Health</b>		
<i>Site is 474m from Parkfield Medical Centre</i>		
<b>Open/Green Space</b>		
<i>Site is 232m from Boundary Road Open Space</i>		
<b>Primary Schools</b>		
<i>Site is 435m from Grove Street Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 175m from New Ferry Bus stop</i>		
<b>Railway Station</b>		
<i>Site is 711m from Bebington Station</i>		

SHLAA Ref: 3042

Local Plan Ref: RES-SA6.6

AECOM Ref: AECOM041

Location: Rear of Majestic Wine, Column Road, West Kirby

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 3042 Address: Rear of Majestic Wine, Column Road, West Kirby  
Objectives and Site Assessment Criteria**

Colour coding

**Air Quality**

Site is not within an area of concern

**Biodiversity**

The site is within 40m of Caldy Hill Local Wildlife Site.

There are priority habitats 49m from the site: Lowland Mixed Deciduous Woodland

**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

The site does not overlap with employment areas

<b>Heritage</b>		
<i>The site is</i>		
294 <i>m from West Kirby Conservation Area</i>		
7439 <i>m from FLAYBRICK MEMORIAL GARDENS Park and Garden</i>		
432 <i>m from Grade II* Listed Building, Hoylake And West Kirby War Memorial</i>		
162 <i>m from Grange Beacon, Column Road, Hoylake Scheduled Monument</i>		
11468 <i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<i>There is full screening offered between site and heritage assets.</i>		
<b>Health</b>		
<i>Site is 1136m from Marine Lane Medical Practice</i>		
<b>Open/Green Space</b>		
<i>Site is 328m from Grange Hill</i>		
<b>Primary Schools</b>		
<i>Site is 798m from Black Horse Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 256m West Kirby Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 1160m from West Kirby Station</i>		

**SHLAA Ref:** 0651  
**Local Plan Ref:** RES-SA1.1  
**Location:** Rear of the Lighthouse PH, Wallasey Village  
**Site Area (ha):** 0.24 **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 651 Address: Rear of the Lighthouse PH, Wallasey Village Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	

<b>Heritage</b>	
<i>There are no heritage assets within 300m of the site.</i>	
<b>Health</b>	
<i>Site is 630m from Wallasey Village Group</i>	
<b>Open/Green Space</b>	
<i>Site is 649m Harrison Park</i>	
<b>Primary Schools</b>	
<i>Site is 554m from St George's Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 123m Wallasey Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 518m from Wallasey Grove Road Station</i>	

**SHLAA Ref:** 4014

**Local Plan Ref:** RES-SA5.5

**Location:** Former Stirrup, Arrowe Park Road, Woodchurch

**Site Area (ha):** 0.37 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 4014 Address: Former Stirrup PH, Arrowe Park Rd, Woodchurch**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

There are priority habitats 14m from the site: Lowland Mixed Broad-leaf Woodland

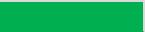
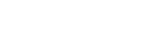
**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

The site does not overlap with employment areas

**Heritage**

<p><i>There are no heritage assets within 300m of the site.</i></p>	
<p><b>Health</b></p>	
<p><i>Site is 719m from Dr. Aph Ooh (General Practice)</i></p>	
<p><b>Open/Green Space</b></p>	
<p><i>Site is 4m Arrowe Country Park</i></p>	
<p><b>Primary Schools</b></p>	
<p><i>Site is 846m from Woodchurch CE Aided Primary School</i></p>	
<p><b>Bus Stop</b></p>	
<p><i>Site is adjacent to Arrowe Bus Stop</i></p>	
<p><b>Railway Station</b></p>	
<p><i>Site is 1835m from Upton Road Station</i></p>	

**SHLAA Ref:** 4021

**Local Plan Ref:** RES-SA4.7

**Location:** Former D1 Oils, Dock Road South, Bromborough

**Site Area (ha):** 22.86 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: 4021 Address: Former D1 Oils, Dock Road South, Bromborough</b>	<b>Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
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**Air Quality**

Site is not within an area of concern

**Biodiversity**

The site is 14m from Mersey Estuary SSSI.

The site is 14m from Mersey Estuary SPA.

The site is 14m from Mersey Estuary Ramsar.

There are priority habitats within the sites: Lowland Mixed Deciduous Woodland.

**Climate Change Adaptation**

18% in flood zone 2 and 2% in flood zone 3.

<b>Employment</b>	<i>The site overlaps with employment areas.</i>	
<b>Heritage</b>		
<i>The site is</i>		
20	<i>m from Bromborough Pool Conservation Area</i>	
1075	<i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden</i>	
101	<i>m from Grade II Listed Building, THE ENTERPRISE CENTRE</i>	
382	<i>m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument</i>	
4507	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
	<i>Site is nearby to listed buildings and conservation area with adjacent buildings showing strong sense of historic character. Sensitive development should avoid significant effects and repurposing of the land may provide benefits to the character of the area.</i>	
<b>Health</b>		
	<i>Site is 1840m from Dr. Eastham Ooh (General Practice)</i>	
<b>Open/Green Space</b>		
	<i>Site is 562m from Port Causeway Play Area</i>	
<b>Primary Schools</b>		
	<i>Site is 1854m from Church Drive Primary School</i>	
<b>Bus Stop</b>		
	<i>Site is 243m to Bromborough Pool Bus Stop</i>	
<b>Railway Station</b>		
	<i>Site is 1705m from Port Sunlight Station</i>	

SHLAA Ref: 5241

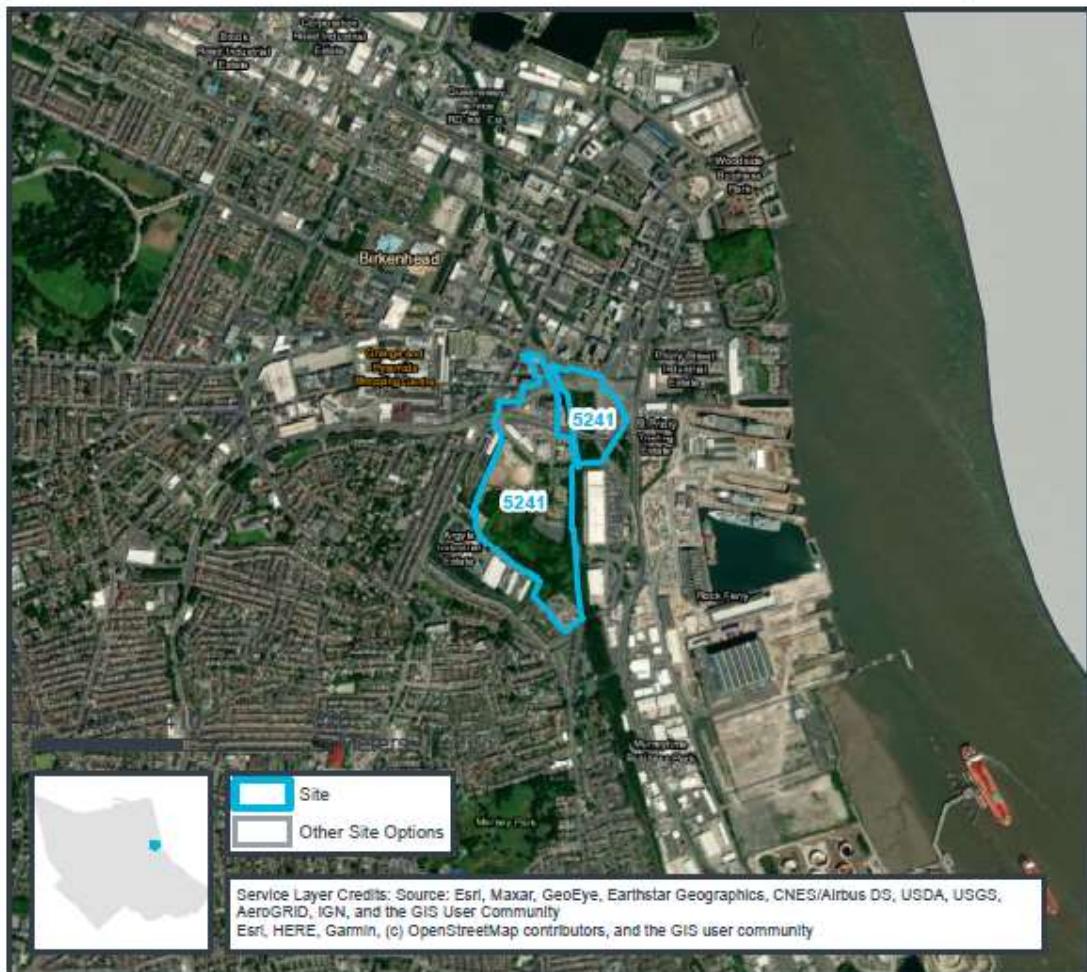
Local Plan Ref: RES-RA5.1

Location: Hind street

Site Area (ha): 15.4 Proposed Use: Residential

AECOM Ref: AECOM045

AECOM



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 5241 Address: Hind Street**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

Green

**Biodiversity**

There are priority habitats within the site: Lowland Mixed Broad leaf Woodland.

Red

**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

Green

**Employment**

The site overlaps with employment areas.

Yellow

**Heritage**

The site is

Yellow

37	<i>m from Hamilton Square Conservation Area</i>	
973	<i>m from BIRKENHEAD PARK Park and Garden</i>	
27	<i>m from POST OFFICE, Grade- II listed building</i>	
181	<i>m from Birkenhead Priory Scheduled Monument</i>	
1013	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>Nearby to listed buildings and conservation area, however surrounding character and screening should avoid significant effects. That said, the large scale of the site and some screening gaps may affect the setting of listed buildings and conservation areas, though effects are not expected to be significant, especially where development is sensitive.</i>		
<b>Health</b>		
<i>Site is 545m from New Wirral CCG</i>		
<b>Open/Green Space</b>		
<i>Site is 739m Woodlands Play Area</i>		
<b>Primary Schools</b>		
<i>Site is 798m from Woodlands Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 16m to Birkenhead Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 251m from Port Sunlight Station</i>		

**SHLAA Ref:** 2008

**Local Plan Ref:** RES-SA5.1

**Location:** Moreton Family Centre, Pasture Road

**Site Area (ha):** 0.46 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2008 Address: Moreton Family Centre, Pasture Road Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	

<b>Heritage</b>	<p><i>There are no heritage assets within 300m of the site.</i></p>	
<b>Health</b>	<p><i>Site is 126m from Moreton Cross Group Practice</i></p>	
<b>Open/Green Space</b>	<p><i>Site is 196m Pasture Road Open Space</i></p>	
<b>Primary Schools</b>	<p><i>Site is 518m from Lingham Primary School</i></p>	
<b>Bus Stop</b>	<p><i>Site is 136m to Moreton Bus Stop</i></p>	
<b>Railway Station</b>	<p><i>Site is 812m from Moreton Station</i></p>	

**SHLAA Ref:** 2007

**Local Plan Ref:** RES-SA5.7

**Location:** Land at Knutsford Road, Moreton

**Site Area (ha):** 1.01 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 2007 Address: Land at Knutsford Road, Moreton**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

The site is not within the sensitivity threshold of any biodiversity assets.

**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

The site does not overlap with employment areas.

<b>Heritage</b>	<p><i>There are no heritage assets within 300m of the site.</i></p>	
<b>Health</b>	<p><i>Site is 215m from Moreton Cross Group Practice</i></p>	
<b>Open/Green Space</b>	<p><i>Site is 62m Pasture Road Open Space</i></p>	
<b>Primary Schools</b>	<p><i>Site is 376m from Eastway Primary School</i></p>	
<b>Bus Stop</b>	<p><i>Site is 239m to Moreton Bus Stop</i></p>	
<b>Railway Station</b>	<p><i>Site is 1104m from Moreton Station</i></p>	

**SHLAA Ref:** 2010

**Local Plan Ref:** RES-SA5.2

**Location:** Former Moreton Municipal Building, Knutsford Road

**Site Area (ha):** 0.17 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2010 Address: Former Moreton Municipal Building, Knutsford Road Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	

<b>Heritage</b>	
<i>Nearby to listed buildings (298m away), however surrounding character and screening should avoid adverse effects. Other heritage assets are over 300m away.</i>	
<b>Health</b>	
<i>Site is 226m from Moreton Cross Group Practice</i>	
<b>Open/Green Space</b>	
<i>Site is 110m Pasture Road Open Space</i>	
<b>Primary Schools</b>	
<i>Site is 424m from Eastway Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 242m to Moreton Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1115m from Moreton Station</i>	

**SHLAA Ref:** 4080

**Local Plan Ref:** RES-RA11.3

**Location:** Land Grove Street and Bebington Road, New Ferry

**Site Area (ha):** 0.29 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects      Possible positive effects, though not significant      Unlikely to have significant effects      Possible negative effect (mitigation possible)      Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: 4080 Address: Land at Grove St and Bebington Rd New Ferry Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	

<b>Heritage</b>		
<i>The site is</i>		
8 m from Port Sunlight Conservation Area		
475 m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden		
34 m from Grade II Listed Building, 45-55, BEBINGTON ROAD		
1281 m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument		
3374 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Site is nearby to listed buildings and conservation area with adjacent buildings showing strong sense of historic character. Sensitive development should avoid significant effects.</i>		
<b>Health</b>		
<i>Site is 412m from Parkfield Medical Centre.</i>		
<b>Open/Green Space</b>		
<i>Site is 210m New Ferry Park</i>		
<b>Primary Schools</b>		
<i>Site is 149m from Grove Street Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 185m to New Ferry Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 163m from Beblington Station</i>		

**SHLAA Ref:** 4090

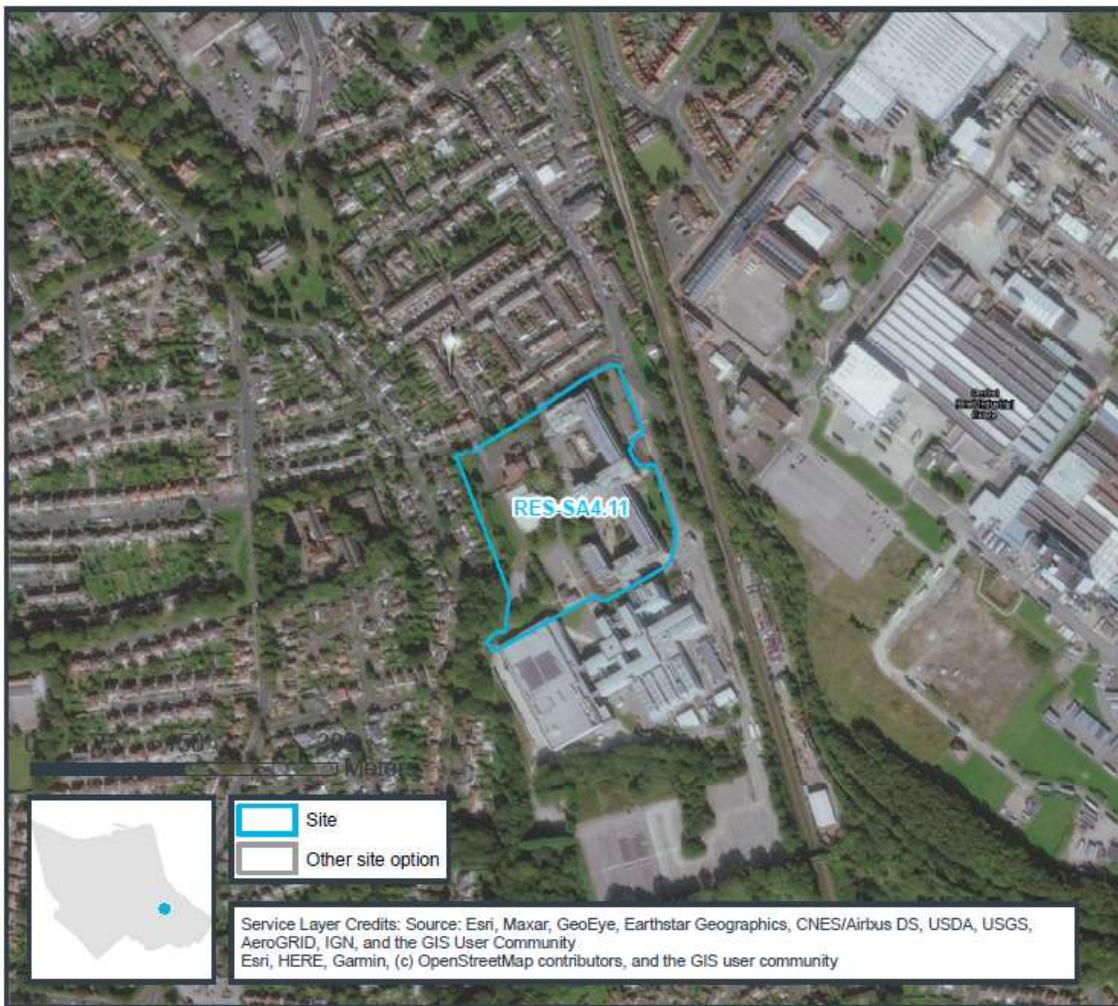
**Local Plan Ref:** RES-SA4.11

**Location:** Unilever Research, Quarry Road East, Port Sunlight

**Site Area (ha):** 3.42 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4090 Address: Unilever Research, Quarry Rd East, Bebington Objectives and Site Assessment Criteria	Colour coding
Air Quality	
Site is not within an area of concern	
Biodiversity	
There are priority habitats within the site: Lowland Mixed Deciduous Woodland.	
Climate Change Adaptation	
Site is not within Flood Zones 2 or 3	
Employment	

<i>The site overlaps with employment areas.</i>	
<b>Heritage</b>	
<i>The site is</i>	
89 <i>m from Port Sunlight Conservation Area</i>	
283 <i>m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden</i>	
133 <i>m from Grade II Listed Building, LEVER HOUSE</i>	
780 <i>m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument</i>	
4859 <i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>The site is nearby to conservation area and listed buildings, however mixed local character and partial screening means that significant negative effects are unlikely.</i>	
<b>Health</b>	
<i>Site is 831m from Civic Medical Centre.</i>	
<b>Open/Green Space</b>	
<i>Site is 316m Lever Club</i>	
<b>Primary Schools</b>	
<i>Site is 864m from Stanton Road Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 460m to Port Sunlight Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 440m from Port Sunlight Station</i>	

SHLAA Ref: 4094

Local Plan Ref: RES-SA4.16

AECOM Ref: AECOM051

Location: Methodist Chuch, Lower Bebington

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4094 Address: Methodist Chuch, Lower Bebington <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> There are priority habitats within the sites: Lowland Mixed Deciduous Woodland.	Red
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	Green
<b>Employment</b> The site overlaps with employment areas.	Yellow
<b>Heritage</b>	Yellow

*The site is*

- 0 m from Lower Bebington Conservation Area  
284 m from THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT Park and Garden  
121 m from Grade II Listed Building, Bebington Central Library  
971 m from Bromborough Court House moated site and fishponds, Wirral Scheduled Monument  
4481 m from Liverpool- Maritime Mercantile City World Heritage Site

*The site is nearby to conservation area and listed buildings, however mixed local character and partial screening means that significant negative effects are unlikely.*

**Health**

*Site is 272m from Civic Medical Centre.*

**Open/Green Space**

*Site is 160m Mayer Park*

**Primary Schools**

*Site is 870m from St Andrews CE Primary School*

**Bus Stop**

*Site is 125m from Lower Bebington Bus Stop*

**Railway Station**

*Site is 412m from Port Sunlight Station*

**SHLAA Ref:** 5000

**Local Plan Ref:** RES-RA2.1

**AECOM Ref:** AECOM052a

**Location:** Land east of Birkenhead Road, Seacombe (North)

**Site Area (ha):** 2 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 5000 Address: Land east of Birkenhead Road, Seacombe (North)**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

There are priority habitat is 24m from Lowland Mixed Broad-leaf Woodland.

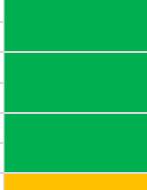
**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

The site overlaps with employment areas.

**Heritage**

<p>The site is</p> <p>1184 m from Hamilton Square Conservation Area</p> <p>1530 m from BIRKENHEAD PARK Park and Garden</p> <p>193 m from Grade II Listed Building, CHURCH OF ST PAUL</p> <p>1826 m from Birkenhead Priory Scheduled Monument</p> <p>682 m from Liverpool- Maritime Mercantile City World Heritage Site</p> <p>Nearby to listed buildings, however surrounding character and screening should avoid adverse effects.</p>	
<b>Health</b>	
Site is 1697m from Edgemont Medical Centre.	
<b>Open/Green Space</b>	
Site is 160m Bridle Road Play Area	
<b>Primary Schools</b>	
Site is 912m from St Josephs Catholic Primary School	
<b>Bus Stop</b>	
Site is 76m from Seacombe Bus Stop	
<b>Railway Station</b>	
Site is 1662m from Hamilton Square Station	

**SHLAA Ref:** 5000

**Local Plan Ref:** RES-RA2.2

**AECOM Ref:** AECOM052b

**Location:** Land east of Birkenhead Road, Seacombe (South)

**Site Area (ha):** 1.6 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: 5000 Address: Land east of Birkenhead Road, Seacombe (South)</b>	<b>Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
<b>Air Quality</b>	Site is not within an area of concern	
<b>Biodiversity</b>	The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b>	13% flood zone 2, 7% flood zone 3.	
<b>Employment</b>	The site overlaps with employment areas.	
<b>Heritage</b>		

<p>The site is</p> <p>1072 m from Hamilton Square Conservation Area</p> <p>1312 m from BIRKENHEAD PARK Park and Garden</p> <p>206 m from Grade II Listed Building, CHURCH OF ST PAUL</p> <p>1719 m from Birkenhead Priory Scheduled Monument</p> <p>777 m from Liverpool- Maritime Mercantile City World Heritage Site</p> <p>Nearby to listed buildings, however surrounding character and screening should avoid adverse effects.</p>	
<b>Health</b>	
Site is 1697m from Edgemont Medical Centre.	
<b>Open/Green Space</b>	
Site is 160m Bridle Road Play Area	
<b>Primary Schools</b>	
Site is 912m from St Josephs Catholic Primary School	
<b>Bus Stop</b>	
Site is 76m from Seacombe Bus Stop	
<b>Railway Station</b>	
Site is 1662m from Hamilton Square Station	

SHLAA Ref: 5007

Local Plan Ref: RES-SA5.11

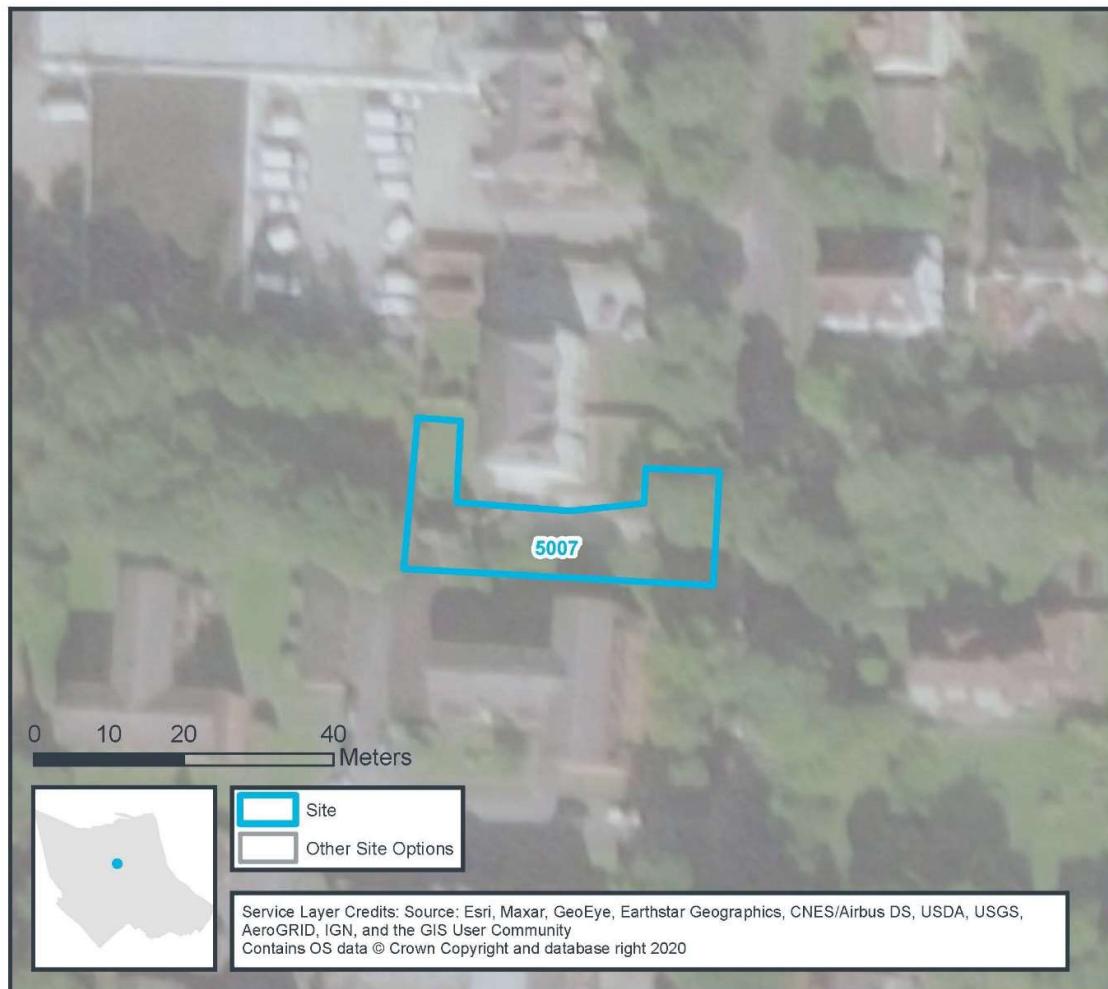
AECOM Ref: AECOM053

Location: 25 CHURCH ROAD, UPTON, CH49 6JY

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5007 Address: 25 Church Road, Upton, CH496JY Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> The entirety of the site is within Flood Zone 1.	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>The site is</i>	
1679 m from Saughall Massie Conservation Area	
2311 m from FLAYBRICK MEMORIAL GARDENS Park and Garden	
108 m from Grade II Listed Building, ST JOSEPH'S CHURCH	
920 m from Site of church and churchyard at Overchurch 875m north west of Upton Hall Scheduled Monument	
6313 m from Liverpool- Maritime Mercantile City World Heritage Site	
Within 300m of listed building(s) Full screening offered between site and heritage assets.	
<b>Health</b>	
Site is 724m from UPTON GROUP PRACTICE	
<b>Open/Green Space</b>	
Site is 402m from Salacre Crescent Woodland	
<b>Primary Schools</b>	
Site is 409m from St Joseph's Catholic	
<b>Bus Stop</b>	
Site is 222m from a bus stop in Upton	
<b>Railway Station</b>	
Site is 1079m from UPTON railway station	

**SHLAA Ref:** 5008

**Local Plan Ref:** RES-SA6.7

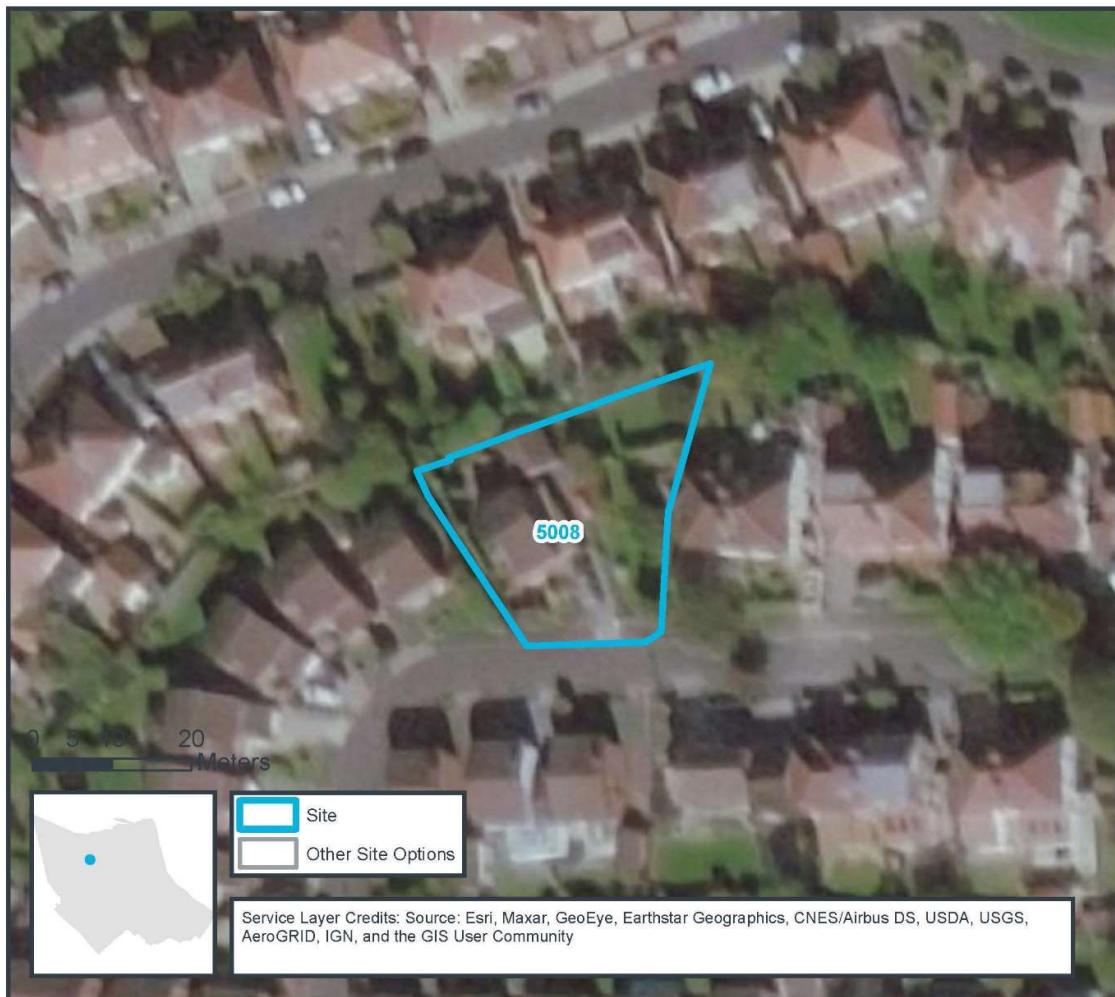
**AECOM Ref:** AECOM054

**Location:** 2 SHERWOOD GROVE, MEOLS, CH47 9SL

**Site Area (ha):** 0.1 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5008 Address: 2 Sherwood Grove, Meols <b>Objectives and Site Assessment Criteria</b>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> The entirety of the site is within Flood Zone 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<p><i>There are no heritage assets within 300m of the site.</i></p>	
<p><b>Health</b></p>	
<p><i>Site is 740m from Holylake &amp; Meols Medical Centre</i></p>	
<p><b>Open/Green Space</b></p>	
<p><i>Site is 201m Barn Hey Crescent</i></p>	
<p><b>Primary Schools</b></p>	
<p><i>Site is 1446m from Great Meols Primary School</i></p>	
<p><b>Bus Stop</b></p>	
<p><i>Site is 151m from Meols Bus Stop</i></p>	
<p><b>Railway Station</b></p>	
<p><i>Site is 822m from Meols Station</i></p>	

SHLAA Ref: 5009

Local Plan Ref: RES-SA3.4

AECOM Ref: AECOM055

Location: Atherton Hall, WESTBOURNE ROAD, BIRKENHEAD

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5009 Address: Atherton Hall, WESTBOURNE ROAD, BIRKENHEAD Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> No overlap	
<b>Heritage</b>	

*The site is*

192 m from Birkenhead Park Conservation Area  
202 m from BIRKENHEAD PARK Park and Garden  
181 m from Grade II Listed Building, 1-7, CHARING CROSS  
1412 m from Birkenhead Priory Scheduled Monument  
2209 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Full screening offered between site and heritage assets.*

**Health**

*Site is 555m from Devaney Medical Centre.*

**Open/Green Space**

*Site is 294m Charing Cross Kickabout Cage & Play Area*

**Primary Schools**

*Site is 102m from Birkenhead Park*

**Bus Stop**

*Site is 222m from Upton Bus Stop*

**Railway Station**

*Site is 1079m from Birkenhead Central Station*

SHLAA Ref: 5010

Local Plan RefRES-SA5.12

AECOM Ref: AECOM056

Location: 30 SALACRE CRESCENT, UPTON, CH49 0UZ

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5010 Address: 30 SALACRE CRESCENT, UPTON Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There is one priority habitat is 9m from the site: Lowland Mixed Broad-leaf Woodland.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> No overlap	
<b>Heritage</b>	

*The site is*

2014 m from Saughall Massie Conservation Area

2346 m from FLAYBRICK MEMORIAL GARDENS Park and Garden

284 m from Grade II Listed Building, CHURCH OF ST MARY

1068 m from Standing cross in the churchyard of the Church of the Holy Cross at Woodchurch Scheduled Monument

6230 m from Liverpool- Maritime Mercantile City World Heritage Site

*Full screening offered between site and heritage assets.*

**Health**

*Site is 457m from Devaney Medical Centre.*

**Open/Green Space**

*Site is 107m from Salacre Crescent Woodland*

**Primary Schools**

*Site is 589m from St Joseph's Catholic Primary School*

**Bus Stop**

*Site is 273m from Upton Bus Stop*

**Railway Station**

*Site is 904m from Upton Station*

SHLAA Ref: 5011

Local Plan RefRES-SA4.17

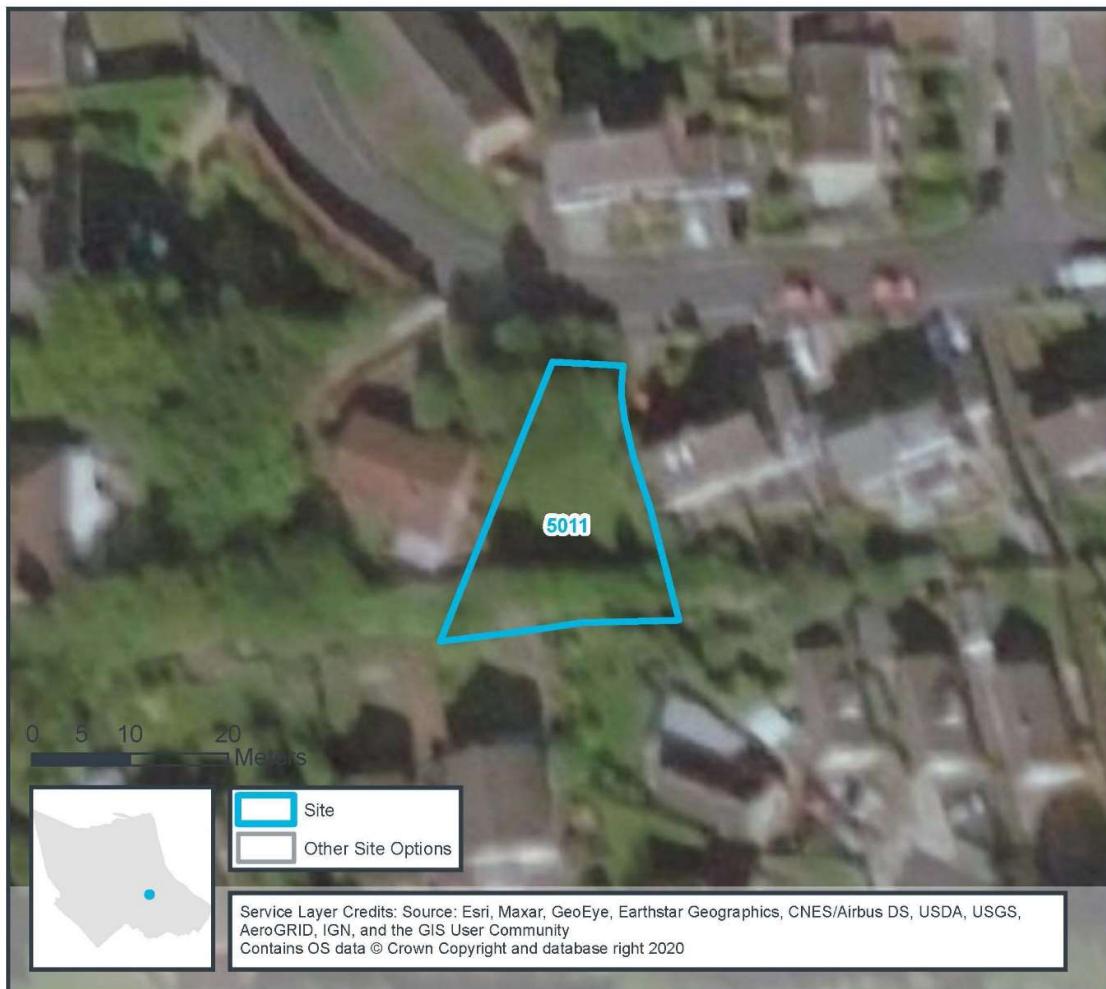
AECOM Ref: AECOM057

Location: 79 DERWENT ROAD, HIGHER BEBINGTON, CH63 2LF

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5011 Address: 79 DERWENT ROAD, HIGHER BEBINGTON Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> No overlap	
<b>Heritage</b>	

<p><i>There are no heritage assets within 300m of the site</i></p>	
<p><b>Health</b></p>	
<p><i>Site is 325m from Kings Lane Minor Emergency.</i></p>	
<p><b>Open/Green Space</b></p>	
<p><i>Site is 60m from Prospect Hill Play Area.</i></p>	
<p><b>Primary Schools</b></p>	
<p><i>Site is 545m from Higher Bebington Junior School.</i></p>	
<p><b>Bus Stop</b></p>	
<p><i>Site is 386m from Storeton Bus Stop</i></p>	
<p><b>Railway Station</b></p>	
<p><i>Site is 2253m from Bebington Station</i></p>	

SHLAA Ref: 5006

Local Plan Ref: RES-SA1.4

AECOM Ref: AECOM058

Location: Cleared Site Grassed, OAKDALE ROAD, SEACOMBE

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5006 Address: Cleared Site Grassed, OAKDALE ROA <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site overlaps with employment areas.	
<b>Heritage</b>	

*The site is*  
1793 m from Birkenhead Park Conservation Area  
1801 m from BIRKENHEAD PARK Park and Garden  
50 m from Grade II Listed Building, Church Of Our Lady Star Of The Sea  
2608 m from Birkenhead Priory Scheduled Monument  
1124 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Adjacent to listed building, however mixed character and sensitive design/character should mean that significant negative effects are unlikely.*

**Health**

*Site is 1132m from Egremont Medical Centre*

**Open/Green Space**

*Site is 408m from Oakdale Recreation Ground*

**Primary Schools**

*Site is 329m from Kingsway Primary School.*

**Bus Stop**

*Site is 104m from Seacombe Bus Stop*

**Railway Station**

*Site is 2089m from Birkenhead Park Station*

**SHLAA Ref:** 5012

**Local Plan Ref:** RES-SA1.5

**AECOM Ref:** AECOM059

**Location:** Old Manor Club, WITHENS LANE, LISCARD, CH45 7NF

**Site Area (ha):** 0.2 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5012 Address: Old Manor Club, WITHENS LANE <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

*The site is*  
680 m from Magazines Conservation Area  
2974 m from BIRKENHEAD PARK Park and Garden  
191 m from Grade II Listed Building, Church of St Mary  
4295 m from Birkenhead Priory Scheduled Monument  
1634 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Full screening offered between site and heritage assets.*

**Health**

*Site is 601m from Earlston and Seabank Medical Centre*

**Open/Green Space**

*Site is 53m from Delph Sports Primary School.*

**Primary Schools**

*Site is 229m from Liscard Primary*

**Bus Stop**

*Site is 299m from Liscard Bus Stop*

**Railway Station**

*Site is 1855m from New Brighton Station*

SHLAA Ref: 5014

Local Plan Ref: RES-SA6.8

AECOM Ref: AECOM060

Location: Ridge Rowans, 25 WETSTONE LANE, WEST KIRBY

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5014 Address: Ridge Rowans, 25 WETSTONE LANE Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> The site 26m from Caldy Hill LWS. The site is 26m from Caldy Hill LGS. The site is within 26m of Lowland Mixed Broad-leaf Woodland.	Yellow
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	Green
<b>Employment</b>	Green

<i>The site does not overlap with any employment areas.</i>	
<b>Heritage</b>	
<i>The site is</i>	
231 m from West Kirby Conservation Area	
7580 m from FLAYBRICK MEMORIAL GARDENS Park and Garden	
302 m from "Grade II Listed Building, NOOK COTTAGE THE NOOK"	
400 m from Grange Beacon, Column Road, Hoylake Scheduled Monument	
11533 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Full screening offered between site and heritage assets.</i>	
<b>Health</b>	
<i>Site is 1492m from Marine Lake Medical Practice</i>	
<b>Open/Green Space</b>	
<i>Site is 71m from Caldy Hill</i>	
<b>Primary Schools</b>	
<i>Site is 996m from St Bridgets CE Primary School.</i>	
<b>Bus Stop</b>	
<i>Site is 245m from West Kirby Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1521m from West Kirby Station</i>	

**SHLAA Ref:** 5015

**Local Plan Ref:** RES-SA7.2

**Location:** Former Gospel Hall, Pensby Road, Heswall

**Site Area (ha):** 0.2 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: 5015 Address: Former Heswall Gospel Hall, Pensby Road, Heswall</b>	<b>Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
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**Air Quality**

Site is not within an area of concern

**Biodiversity**

The site is not within the sensitivity threshold of any biodiversity assets.

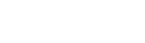
**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

The site does not overlap with employment areas.

**Heritage**

<i>There are no heritage assets within 300m of a site</i>	
<b>Health</b>	
<i>Site is 811m from Silverdale Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 203m from Polly Hill Bowling Club</i>	
<b>Primary Schools</b>	
<i>Site is 623m from Heswall Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 130m from Heswall Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 2195m from Heswall Station</i>	

**SHLAA Ref:** 5016

**Local Plan Ref:** RES-SA7.3

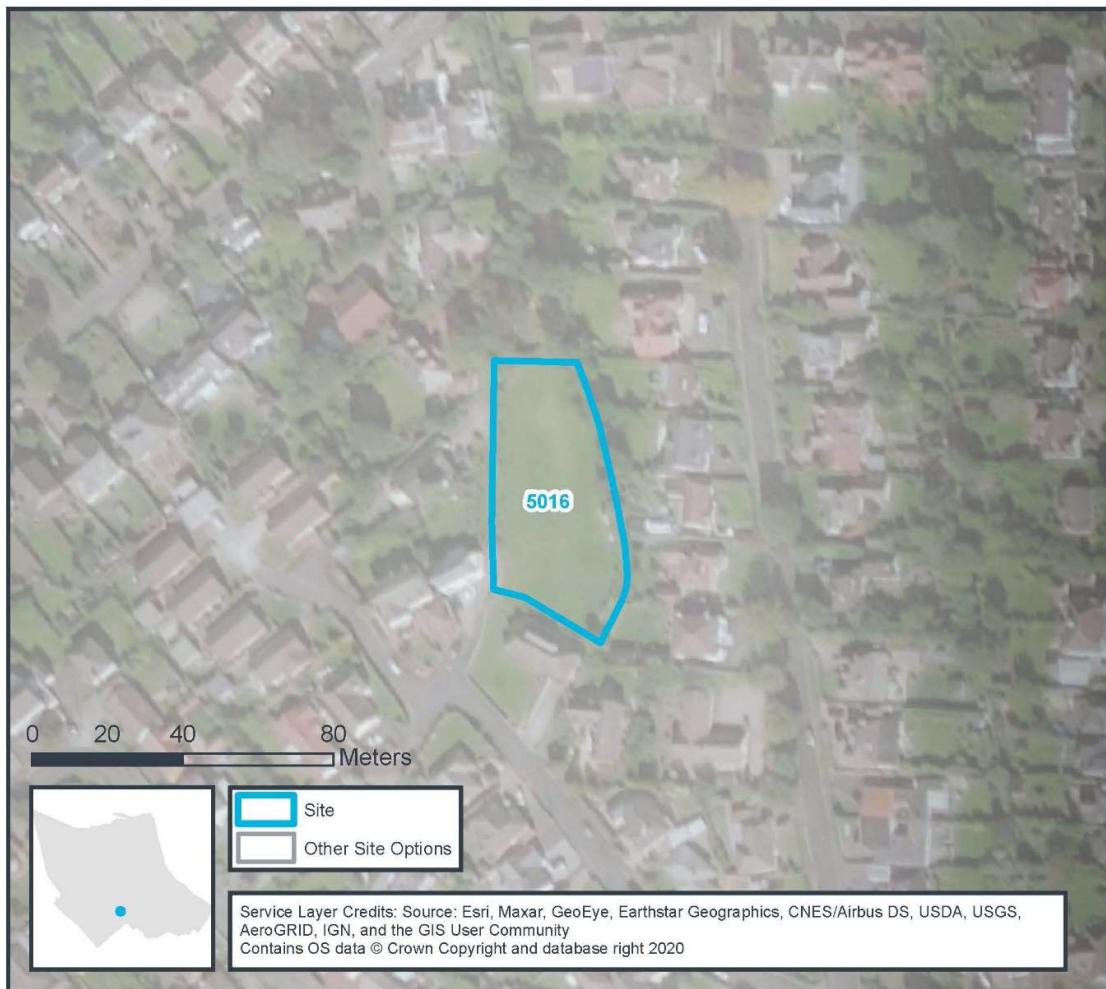
**AECOM Ref:** AECOM062

**Location:** Clan Mo, 11 BUFFS LANE, BARNSTON, CH60 2SQ

**Site Area (ha):** 0.2 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5016 Address: Clan Mo, 11 BUFFS LANE <b>Objectives and Site Assessment Criteria</b>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of a site</i>	
<b>Health</b>	
<i>Site is 1324m from Silverdale Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 261m from Whitfield Common</i>	
<b>Primary Schools</b>	
<i>Site is 622m from Heswall Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 389m from Barnston Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1114m from Heswall Station</i>	

SHLAA Ref: 5020

Local Plan Ref: RES-SA7.4

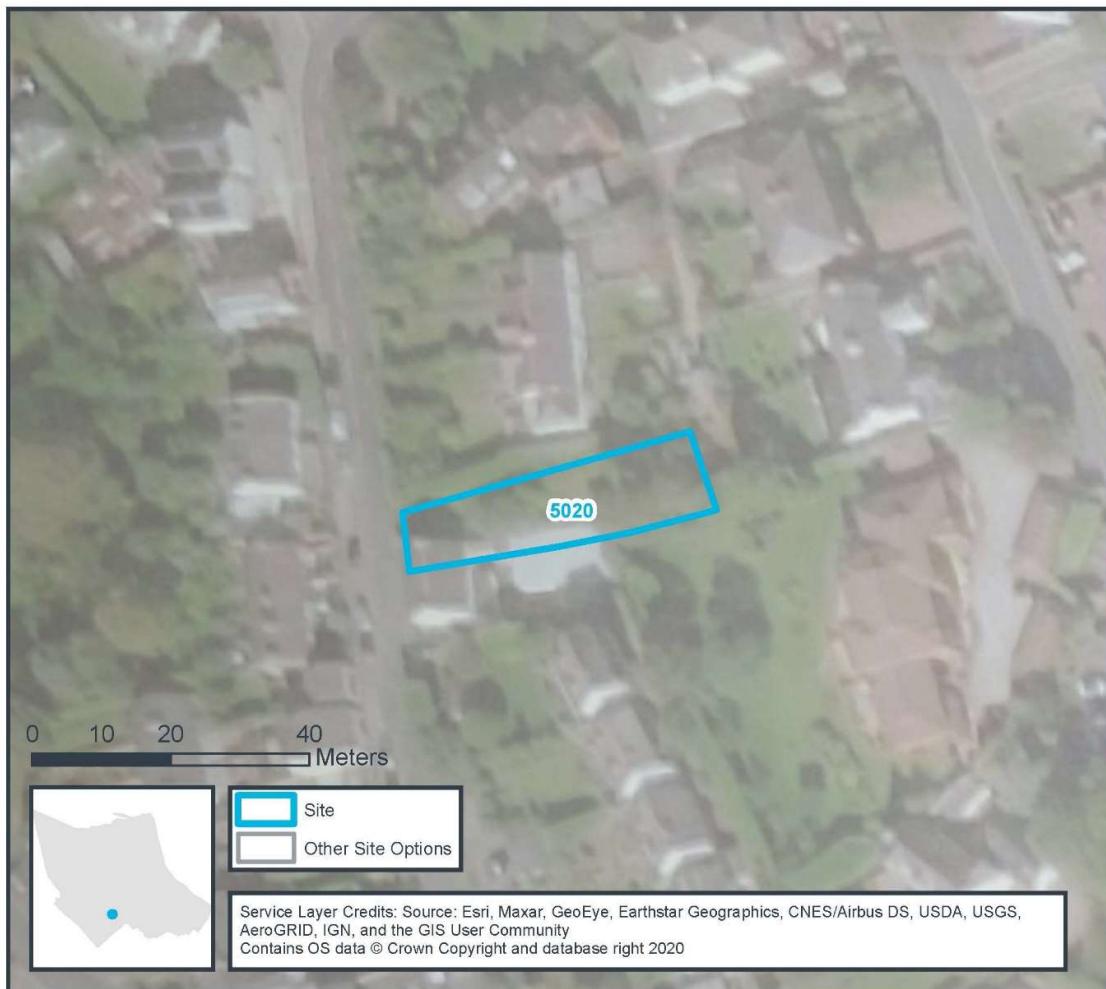
AECOM Ref: AECOM063

Location: Land adjoining Ashbourne House, Mount Avenue, Heswall

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5020 Address: Land adjoining Ashbourne House, MOUNT AVENUE Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas.	
<b>Heritage</b>	

<i>The site is</i>		
5 m from Heswall Lower Village Conservation Area		
2271 m from GROUNDS OF THORNTON MANOR Park and Garden		
145 m from Grade II Listed Building, Heswall War Memorial		
2564 m from Moated site 400m north east of New Hall Scheduled Monument		
9768 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>Site is within a conservation area, however small scale of site and sensitive design should mean that significant negative effects are unlikely.</i>		
<b>Health</b>		
<i>Site is 245m from Silverdale Medical Centre</i>		
<b>Open/Green Space</b>		
<i>Site is 329m from Dawstone Park</i>		
<b>Primary Schools</b>		
<i>Site is 429m from St Peter's CE Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 155m from Heswall Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 2462m from Heswall Station</i>		

SHLAA Ref: 5024

Local Plan Ref:

AECOM Ref: AECOM064

Location: Land at the Rear of Birkenhead Community Fire Station

Site Area (ha): 0 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5024 Address: Land at the Rear of Birkenhead Community Fire Station, EXMOUTH STREET	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is not within the sensitivity threshold of any biodiversity assets.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	

<b>Heritage</b>		
<i>The site is</i>		
256 <i>m from Birkenhead Park Conservation Area</i>		
264 <i>m from BIRKENHEAD PARK Park and Garden</i>		
216 <i>m from Grade II Listed Building, 1-7, CHARING CROSS</i>		
1199 <i>m from Birkenhead Priory Scheduled Monument</i>		
1919 <i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>		
<i>Full screening offered between site and heritage assets.</i>		
<b>Health</b>		
<i>Site is 960m from Devaney Medical Centre</i>		
<b>Open/Green Space</b>		
<i>Site is 205m from Bentinck Street Play Area</i>		
<b>Primary Schools</b>		
<i>Site is 520m from Cathcart Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 185m from Birkenhead Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 717m from Conway Park Station</i>		

SHLAA Ref: 5025

Local Plan Ref: RES-SA5.13

AECOM Ref: AECOM065

Location: Pinetree Cottage, 50 MORETON ROAD, UPTON

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5025 Address: Pinetree Cottage, 50 MORETON ROAD Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are priority habitats within the site: Lowland Mixed Broad Leaf Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is 1202m from Upton Group Practice</i>	
<b>Open/Green Space</b>	
<i>Site is 249m from Warwick Hey Park</i>	
<b>Primary Schools</b>	
<i>Site is 86m from Overchurch Infant School</i>	
<b>Bus Stop</b>	
<i>Site is 73m from Overchurch Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1648m from Upton Station</i>	

**SHLAA Ref:** 5026  
**Local Plan Ref:** RES-SA7.5  
**Location:** Willowbank, 33 Oldfield Road, Heswall  
**Site Area (ha):** 0.76 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5026 Address: Willowbank, 33 Oldfield Road, Heswall Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> The site overlaps with Heswall Dales SSSI The site overlaps with Lowland Mixed Deciduous Woodland	Red
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	Green
<b>Employment</b> The site does not overlap with employment areas	Green

<b>Heritage</b>	
<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is 1275m from Silverdale Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 212m from Heswall Dales LNR</i>	
<b>Primary Schools</b>	
<i>Site is 1090m from St Peter CE Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 415m from Poll Hill Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 3193m from Heswall Station</i>	

SHLAA Ref: 5028

Local Plan Ref: RES-SA3.7

AECOM Ref: AECOM067

Location: 34 DINGLE ROAD, TRANMERE, CH42 0JW

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5028 Address: 34 Dingle Road, TRANMERE Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site overlaps with Lowland Mixed Broad-leaf Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>The site is</i>	
426 m from Oxton Village Conservation Area	
790 m from BIRKENHEAD PARK Park and Garden	
286 m from Grade II Listed Building, Oxton Road Congregational Church	
1532 m from Birkenhead Priory Scheduled Monument	
2347 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Full screening offered between site and heritage assets.</i>	
<b>Health</b>	
Site is 626m from Devaney Medical Centre	
<b>Open/Green Space</b>	
Site is 627m from Eaton Place Play Area	
<b>Primary Schools</b>	
Site is 281m from Christchurch CE Primary School	
<b>Bus Stop</b>	
Site is 115m from Oxton Bus Stop	
<b>Railway Station</b>	
Site is 1207m from Birkenhead Central Station	

SHLAA Ref: 5029

Local Plan Ref:

AECOM Ref: AECOM068

Location: GREENBANK, 5 WITTERING LANE, HESWALL

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5029 Address: GREENBANK, 5 WITTERING LANE Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site overlaps with Wirral Way (Caldy to Heswall)	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>There are no heritage assets within 300m of the site</i>	
<b>Health</b>	
<i>Site is 1364m from Silverdale Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 298m from Wirral Country Park</i>	
<b>Primary Schools</b>	
<i>Site is 949m from St Peter CE Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 453m from Heswall Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 3355m from Heswall Station</i>	

SHLAA Ref: 5032

Local Plan Ref: RES-SA3.8

AECOM Ref: AECOM069

Location: Park Cottage, 130 ELEANOR ROAD, BIDSTON

Site Area (ha): 0.1 Proposed Use: Residential



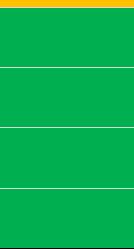
AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5032 Address: Park Cottage, 130 ELEANOR ROAD Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is 28m from Bidston Hill LWS The site is 28m from Bidston Hill LGS The site overlaps with Lowland Mixed Deciduous Woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b>	

<i>The site does not overlap with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
0 m from Bidston Village Conservation Area	
588 m from FLAYBRICK MEMORIAL GARDENS Park and Garden	
84 m from Grade II Listed Building, Farm Buildings At Bidston Hall Farmhouse	
2377 m from Site of church and churchyard at Overchurch 875m north west of Upton Hall Scheduled Monument	
4518 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Adjacent to conservation area, however mixed local character and small scale of site means that significant negative effects are unlikely.</i>	
<b>Health</b>	
<i>Site is 2420m from Miriam Primary Care Group</i>	
<b>Open/Green Space</b>	
<i>Site is 76m from Bidston Hill</i>	
<b>Primary Schools</b>	
<i>Site is 667m from Bidston Hill School</i>	
<b>Bus Stop</b>	
<i>Site is 261m from Bidston Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 950m from Bidston Station</i>	

SHLAA Ref: 5033

Local Plan Ref: RES-SA7.6

AECOM Ref: AECOM070

Location: Strathcraig, PHILLIPS WAY, HESWALL

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5033 Address: Strathcraig, PHILLIPS WAY Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

*The site is*  
144 m from Heswall Lower Village Conservation Area  
2772 m from GROUNDS OF THORNTON MANOR Park and Garden  
548 m from Grade II Listed Building, Heswall War Memorial  
2622 m from Irby Hall moated site, Wirral Scheduled Monument  
10036 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Full screening offered between site and heritage assets.*

**Health**

*Site is 760m from Silverdale Medical Centre*

**Open/Green Space**

*Site is 471m from Heswall Dales LNR*

**Primary Schools**

*Site is 473m from St Peter's CE Primary School*

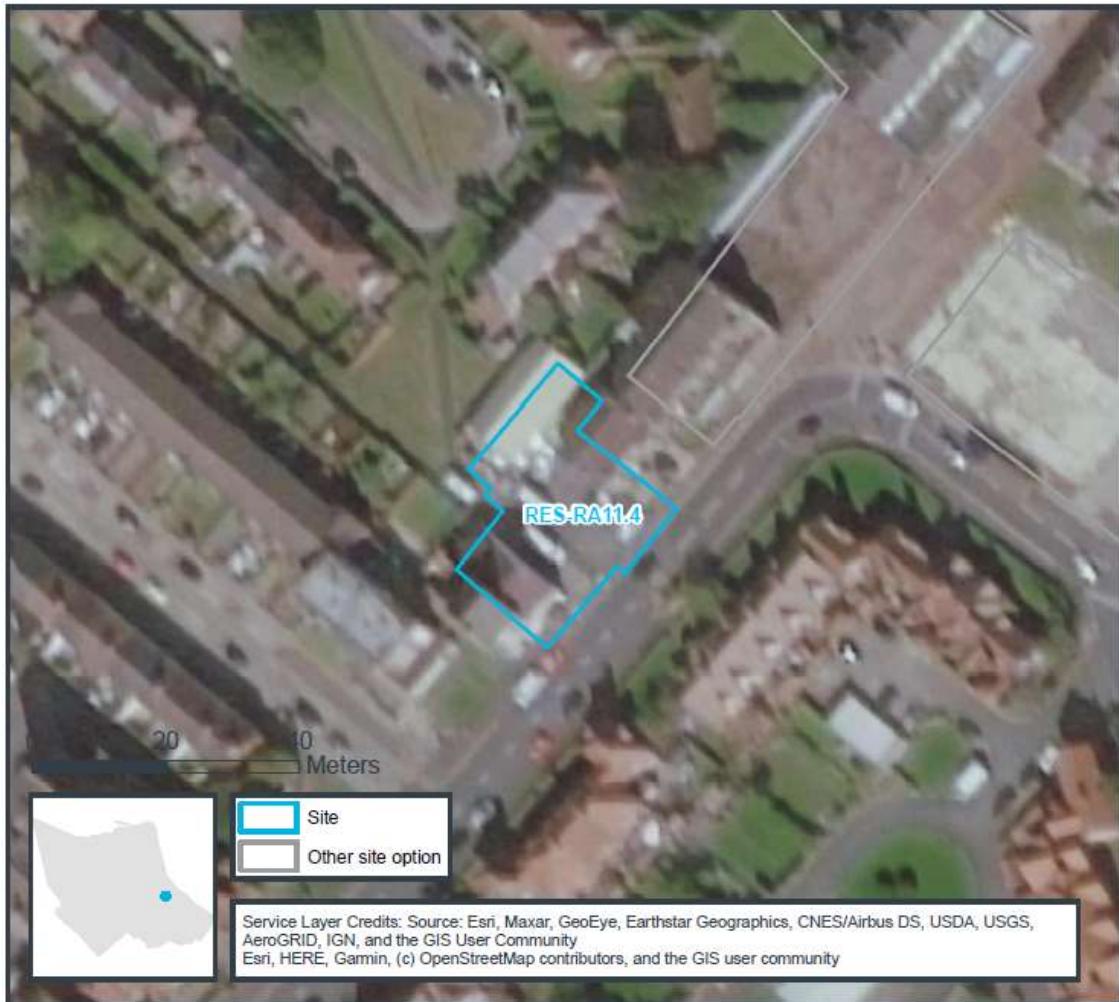
**Bus Stop**

*Site is 76m from Heswall Bus Stop*

**Railway Station**

*Site is 2978m from Heswall Station*

**SHLAA Ref:** 5036  
**Local Plan Ref:** RES-RA11.4  
**Location:** 78, 78A and 82 Bebington Road, New Ferry  
**Site Area (ha):** 0.06 **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5036 Address: Site of 78, 78A and 82 BEBINGTON ROAD, NEW FERRY	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	

<b>Heritage</b>	
<i>The site is:</i>	
<i>6m from Port Sunlight Conservation Area</i>	
<i>446m from the dell, the diamond and the causeway, port sunlight parks and garden</i>	
<i>26m from Grade II Listed Building, 45-55, BEBINGTON ROAD</i>	
<i>1277m from Bromborough Court House moated site and fishponds, Wirral- Scheduled Monument</i>	
<i>3474m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>Within 300m of a conservation area, listed building(s). Site is nearby to listed buildings and conservation area with adjacent buildings showing strong sense of historic character. Sensitive development should avoid significant effects.</i>	
<b>Health</b>	
<i>Site is 548m from PARKFIELD MED CTR</i>	
<b>Open/Green Space</b>	
<i>Site is 136m from Boundary Road Open Space</i>	
<b>Primary Schools</b>	
<i>Site is 334m from Grove Street Primary</i>	
<b>Bus Stop</b>	
<i>Site is 5m from bus stop in New Ferry</i>	
<b>Railway Station</b>	
<i>Site is 465m from Bebington</i>	

SHLAA Ref: 5039

Local Plan Ref:

AECOM Ref: AECOM072

Location: 37 HILLSIDE ROAD, GAYTON, CH60 0BJ

Site Area (ha): 0.1 Proposed Use: Residential



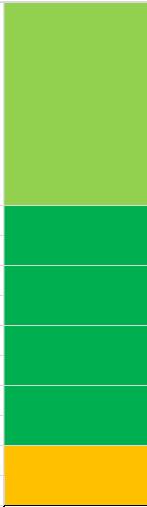
AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5039 Address: 37 Hillside Road, GAYTON Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>The site is</i>	
225 m from Heswall Lower Village Conservation Area	
1752 m from GROUNDS OF THORNTON MANOR Park and Garden	
330 m from Grade II Listed Building, OLD WINDMILL	
1916 m from Moated site 400m north east of New Hall Scheduled Monument	
9727 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Full screening offered between site and heritage assets.</i>	
<b>Health</b>	
Site is 948m from Silverdale Medical Centre	
<b>Open/Green Space</b>	
Site is 192m from Heswall Beacons	
<b>Primary Schools</b>	
Site is 1079m from Gayton Primary School	
<b>Bus Stop</b>	
Site is 266m from Gayton Bus Stop	
<b>Railway Station</b>	
Site is 1892m from Heswall Station	

SHLAA Ref: 5041

Local Plan Ref RES-SA6.10

AECOM Ref: AECOM073

Location: 174 BIRKENHEAD ROAD, MEOLS, CH47 0NE

Site Area (ha): 0.2 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5041 Address: 174 Birkenhead Road, MEOLS Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> 59% of the site lies within Flood Zone 2	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

*The site is*

1539 m from *The Kings Gap Conservation Area*  
6136 m from *FLAYBRICK MEMORIAL GARDENS Park and Garden*  
248 m from *Grade II Listed Building, ROSE COTTAGE*  
3352 m from *Grange Beacon, Column Road, Hoylake Scheduled Monument*  
9967 m from *Liverpool- Maritime Mercantile City World Heritage Site*  
*Full screening offered between site and heritage assets.*

**Health**

*Site is 387m from Hoylake & Meols Medical Centre*

**Open/Green Space**

*Site is 166m from Goose Green Frontage*

**Primary Schools**

*Site is 777m from Great Meols Primary School*

**Bus Stop**

*Site is 67m from Meols Bus Stop*

**Railway Station**

*Site is 526m from Meols Station*

SHLAA Ref: 5044

Local Plan Ref: RES-SA7.9

AECOM Ref: AECOM074

Location: 5 THURSTASTON ROAD, IRBY, CH61 0HA

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5044 Address: 5 Thurstan Road, IRBY Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>The site is</i>	
661 m from Thurstan Conservation Area	
4589 m from GROUNDS OF THORNTON MANOR Park and Garden	
136 m from Grade II Listed Building, IRBY FARMHOUSE	
101 m from Irby Hall moated site, Wirral Scheduled Monument	
9092 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Partial screening from nearby scheduled monument and listed building, sensitive design should mean that significant negative effects are unlikely.</i>	
<b>Health</b>	
<i>Site is 3426m from Silverdale Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 313m from Irby Recreation Ground</i>	
<b>Primary Schools</b>	
<i>Site is 908m from Irby Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 42m from Irby Heath Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 4670m from Heswall Station</i>	

SHLAA Ref: 5054

Local Plan Ref: RES-SA6.11

AECOM Ref: AECOM075

Location: 7 CALDY ROAD, WEST KIRBY, CH48 2HE

Site Area (ha): 0.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5054 Address: 7 Caldy Road, WEST KIRBY Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<p>The site is</p> <p>44 m from West Kirby Conservation Area</p> <p>7897 m from FLAYBRICK MEMORIAL GARDENS Park and Garden</p> <p>236 m from "Grade II Listed Building, NOOK COTTAGE THE NOOK"</p> <p>535 m from Grange Beacon, Column Road, Hoylake Scheduled Monument</p> <p>11850 m from Liverpool- Maritime Mercantile City World Heritage Site</p> <p>Partial screening from nearby scheduled monument and listed building, sensitive design should mean that significant negative effects are unlikely.</p>	
<b>Health</b>	
Site is 1295m from Marine Lake Medical Centre	
<b>Open/Green Space</b>	
Site is 254m from Devonshire Road Playing Field	
<b>Primary Schools</b>	
Site is 627m from St Bridget CE Primary School	
<b>Bus Stop</b>	
Site is 87m from Kirby Park Bus Stop	
<b>Railway Station</b>	
Site is 1323m from West Kirby Station	

**SHLAA Ref:** 5055

**Local Plan Ref:**

**AECOM Ref:** AECOM076

**Location:** Beauty Within, 206 BIRKENHEAD ROAD, MEOLS

**Site Area (ha):** 0.1 **Proposed Use:** Residential



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5055 Address: Beauty Within, 206 BIRKENHEAD ROAD <i>Objectives and Site Assessment Criteria</i>	Colour coding
<b>Air Quality</b> <i>Site is not within an area of concern</i>	
<b>Biodiversity</b> <i>There are no biodiversity assets within or in proximity to the site.</i>	
<b>Climate Change Adaptation</b> <i>The entirety of the site is within Flood Zone 3</i>	
<b>Employment</b> <i>The site does not overlap with employment areas</i>	
<b>Heritage</b>	

<i>There are no sites within the area</i>	
<b>Health</b>	
Site is 95m from Hoylake & Meols Medical Centre	
<b>Open/Green Space</b>	
Site is 186m from Meols Lower Green Recreation Ground	
<b>Primary Schools</b>	
Site is 644m from Great Meols Primary School	
<b>Bus Stop</b>	
Site is 174m from Meols Bus Stop	
<b>Railway Station</b>	
Site is 235m from Meols Station	

SHLAA Ref: 5145

Local Plan Ref:

AECOM Ref: AECOM077

Location: Cherry Tree, Liscard

Site Area (ha): 1.1 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5145 Address: Cherry Tree, Liscard Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> The entirety of the site is within Flood Zone 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

*The site is*  
1301 m from Magazines Conservation Area  
2278 m from BIRKENHEAD PARK Park and Garden  
22 m from Grade II Listed Building, CHURCH OF ST ALBAN  
3802 m from Birkenhead Priory Scheduled Monument  
1918 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Adjacent to listed building, however mixed character and sensitive design/character should mean that significant negative effects are unlikely.*

**Health**

*Site is 414m from Manor Health Medical Centre*

**Open/Green Space**

*Site is 385m from Central Park*

**Primary Schools**

*Site is 19m from St Albarn's Catholic Primary School*

**Bus Stop**

*Site is 75m from Liscard Bus Stop*

**Railway Station**

*Site is 1870m from Wallasey Village Station*

SHLAA Ref: 5144

Local Plan Ref:

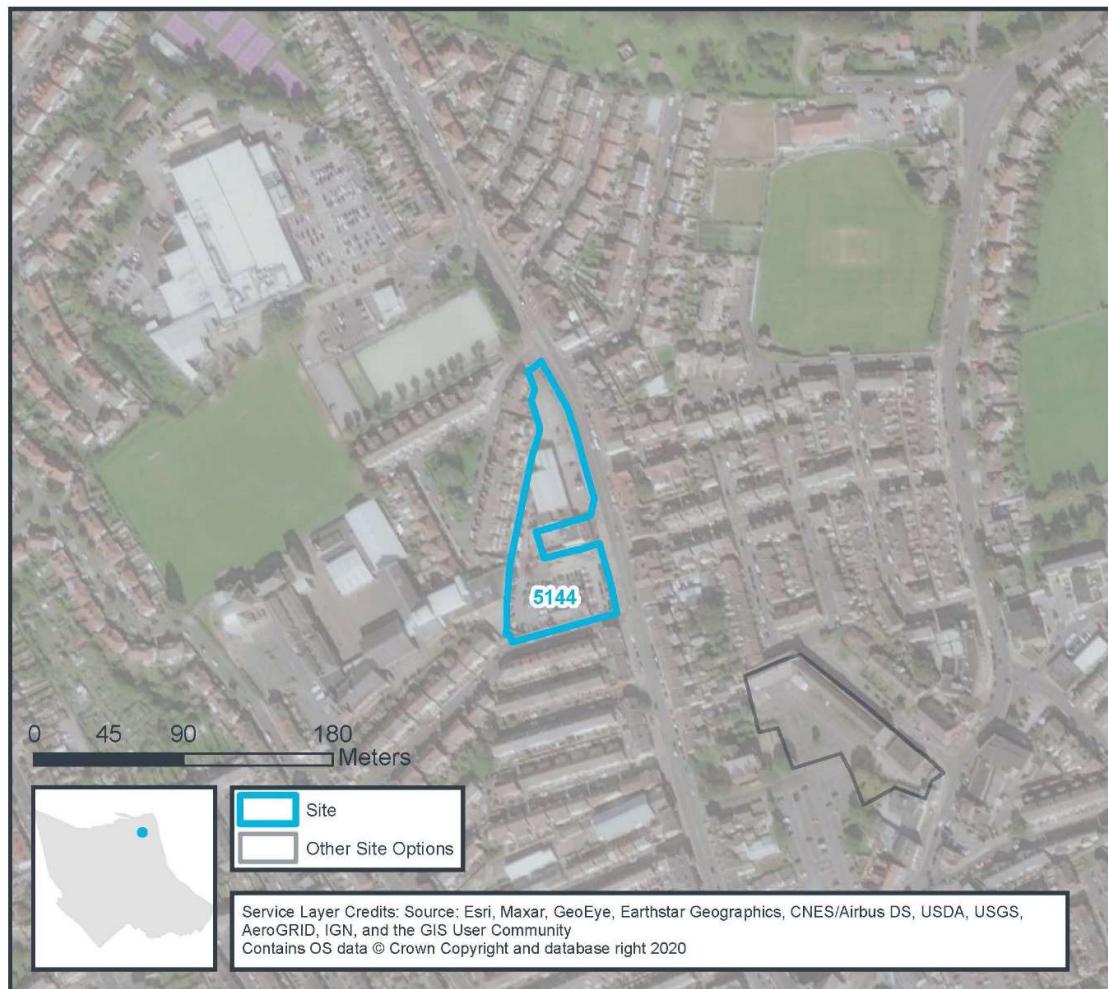
AECOM Ref: AECOM078

Location: Burns Avenue, Liscard

Site Area (ha): 0.6 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5144 Address: Burns Avenue, Liscard Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

*The site is*

1043 m from Magazines Conservation Area  
2755 m from FLAYBRICK MEMORIAL GARDENS Park and Garden  
289 m from Grade II Listed Building, 8-26, MANOR ROAD  
4325 m from Birkenhead Priory Scheduled Monument  
2101 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Full screening offered between site and heritage assets.*

**Health**

*Site is 355m from Manor Health Centre*

**Open/Green Space**

*Site is 227m from Delph Sports Grounds*

**Primary Schools**

*Site is 597m from St Alban's Catholic Primary School*

**Bus Stop**

*Site is 124m from Liscard Bus Stop*

**Railway Station**

*Site is 1889 m from Wallasey Village Station*

SHLAA Ref: 4083

Local Plan Ref:

AECOM Ref: AECOM079

Location:Pilgrim Street, Arts & Drama Centre, Gilbrook School

Site Area (ha): 0.3 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 4083 Address: Pilgrim Street, Arts & Drama Centre Objectives and Site Assessment Criteria	Colour coding
Air Quality Site is not within an area of concern	
Biodiversity There are no biodiversity assets within or in proximity to the site.	
Climate Change Adaptation Site is not within Flood Zones 2 or 3	
Employment The site does not overlap with employment areas	
Heritage The site is	

70	<i>m from Hamilton Square Conservation Area</i>	
1355	<i>m from BIRKENHEAD PARK Park and Garden</i>	
94	<i>m from Grade II Listed Building, 3-9, MARKET STREET</i>	
163	<i>m from Birkenhead Priory Scheduled Monument</i>	
694	<i>m from Liverpool- Maritime Mercantile City World Heritage Site</i>	
<i>Adjacent to conservation area and listed buildings, however mixed local character and small scale of site means that significant negative effects are unlikely. Screening offered from scheduled monument.</i>		
<b>Health</b>		
<i>Site is 380m from NHS Wirral CCG</i>		
<b>Open/Green Space</b>		
<i>Site is 134m from Rose Brae Play Area</i>		
<b>Primary Schools</b>		
<i>Site is 1293m from Cathcart Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 273m from Birkenhead Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 526m from Hamilton Square Station</i>		

**SHLAA Ref:** 5019

**Local Plan Ref:** RES-SA6.9

**Location:** Sundial, 61 Caldy Road, Caldy

**Site Area (ha):** 0.04 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 5019 Address: Sundial, 61 Caldy Road, Caldy**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

The site overlaps with Caldy Hill LNR

The site overlaps with Caldy Hill LGS

There are priority habitats within the site: Lowland Mixed Deciduous Woodland

**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

<i>The site does not overlap with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
120 m from Caldy Conservation Area	
7893 m from FLAYBRICK MEMORIAL GARDENS Park and Garden	
397 m from Grade II Listed Building, LITTLE DENE	
960 m from Grange Beacon, Column Road, Hoylake Scheduled Monument	
11746 m from Liverpool- Maritime Mercantile City World Heritage Site	
Nearby to listed buildings, however screening should avoid adverse effects.	
<b>Health</b>	
<i>Site is 1875m from Marine Lake Medical Practice</i>	
<b>Open/Green Space</b>	
<i>Site is 37m from Caldy Hill</i>	
<b>Primary Schools</b>	
<i>Site is 1208m from St Bridgets CE Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 60m from Kirby Park Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1904m from West Kirby Station</i>	

**SHLAA Ref:** 1864  
**Local Plan Ref:** RES-RA9.1  
**Location:** Former Municipal Buildings , Seaview Road, Liscard  
**Site Area (ha):** 0.48 **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 1864 Address: Former Municipal Buildings, Seaview Road, Liscard Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>The site is</i>	
1062 m from Magazines Conservation Area	
2665 m from BIRKENHEAD PARK Park and Garden	
74 m from Grade II Listed Building, 8-26, MANOR ROAD	
4135 m from Birkenhead Priory Scheduled Monument	
1923 m from Liverpool- Maritime Mercantile City World Heritage Site	
Nearby to listed buildings, however surrounding character and screening should avoid adverse effects.	
<b>Health</b>	
Site is 126m from Manor Health Centre	
<b>Open/Green Space</b>	
Site is 304m from Delph Sports Ground	
<b>Primary Schools</b>	
Site is 1208m from St Alban's Catholic Primary School	
<b>Bus Stop</b>	
Site is 139m from Liscard Bus Stop	
<b>Railway Station</b>	
Site is 1918m from Wallasey Village Station	

SHLAA Ref: 5156

Local Plan Ref: RES-RA4.3

AECOM Ref: AECOM082

Location: WGC Town Centre Plots I+J, N of Conway Park station

Site Area (ha): 1.4 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5156 Address: WGC Town Centre Plot I+J, North of Conway Park Station	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site overlaps with employment areas	

<b>Heritage</b>	
<i>The site is</i>	
175 m from Hamilton Square Conservation Area	
583 m from BIRKENHEAD PARK Park and Garden	
111 m from "Grade II Listed Building, THE STORK HOTEL PUBLIC HOUSE"	
773 m from Birkenhead Priory Scheduled Monument	
1277 m from Liverpool- Maritime Mercantile City World Heritage Site	
Nearby to listed buildings and conservation area, however surrounding character and screening should avoid adverse effects.	
<b>Health</b>	
Site is 786m from NHS Wirral CCG	
<b>Open/Green Space</b>	
Site is 407m from Hamilton Square Gardens	
<b>Primary Schools</b>	
Site is 612m from Cathcart Primary School	
<b>Bus Stop</b>	
Site is 15m from Birkenhead Bus Stop	
<b>Railway Station</b>	
Site is 401m from Conway Park Station	

**SHLAA Ref:** 5155

**Local Plan Ref:** RES-RA4.2

**Location:** WGC Town Centre Plot G, Birkenhead

**Site Area (ha):** 1.24 **Proposed Use:** Housing Allocation



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 5155 Address: WGC Town Centre Plot G, Birkenhead**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

There are no biodiversity assets within or in proximity to the site.

**Climate Change Adaptation**

Site is not within Flood Zones 2 or 3

**Employment**

The site overlaps with employment areas

**Heritage**

*The site is*

188 m from Hamilton Square Conservation Area  
563 m from BIRKENHEAD PARK Park and Garden  
19 m from Grade II Listed Building, THE CROWN PUBLIC HOUSE  
767 m from Birkenhead Priory Scheduled Monument  
1374 m from Liverpool- Maritime Mercantile City World Heritage Site  
*Nearby to listed buildings and conservation area, however surrounding character and screening should avoid significant adverse effects.*

**Health**

*Site is 683m from NHS Wirral CCG*

**Open/Green Space**

*Site is 548m from Hamilton Square Gardens*

**Primary Schools**

*Site is 553m from Cathcart Primary School*

**Bus Stop**

*Site is 74m from Birkenhead Bus Stop*

**Railway Station**

*Site is 260m from Conway Park Station*

SHLAA Ref: 5154

Local Plan Ref:

AECOM Ref: AECOM085

Location: WGC Town Centre Plot E

Site Area (ha): 1.4 Proposed Use: Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5154 Address: WGC Town Centre Plot E Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site does not overlap with employment areas	
<b>Heritage</b>	

<i>The site is</i>	
193 m from Hamilton Square Conservation Area	
580 m from BIRKENHEAD PARK Park and Garden	
26 m from Grade II Listed Building, THE CROWN PUBLIC HOUSE	
713 m from Birkenhead Priory Scheduled Monument	
1432 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>Partial screening from nearby listed buildings and conservation area, mixed area character and sensitive design should mean that significant negative effects are unlikely.</i>	
<b>Health</b>	
<i>Site is 676m from NHS Wirral CCG</i>	
<b>Open/Green Space</b>	
<i>Site is 522m from Hamilton Square Gardens</i>	
<b>Primary Schools</b>	
<i>Site is 644m from Cathcart Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 66m from Birkenhead Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 378m from Conway Park Station</i>	

**SHLAA Ref:** 2081

**Local Plan Ref:** RES-RA6.6

**Location:** Wirral Waters - Northbank West 1 (Legacy)

**Site Area (ha):** 2.16 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2081 Address: Wirral Waters Northbank West 1, Dock Rd, Seacombe (Legacy)	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b> 2% of the site overlaps with Flood Zone 2 2% of the site overlaps with Flood Zone 3	
<b>Employment</b>	

<i>The site overlaps with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
923 m from Birkenhead Park Conservation Area	
931 m from BIRKENHEAD PARK Park and Garden	
266 m from Grade II Listed Building, Grain Warehouse To South Of Grain Warehouse Dock	
2197 m from Birkenhead Priory Scheduled Monument	
1647 m from Liverpool- Maritime Mercantile City World Heritage Site	
Nearby to listed buildings, however surrounding character and screening should avoid adverse effects.	
<b>Health</b>	
Site is 1605m from Miriam Primary Care Group	
<b>Open/Green Space</b>	
Site is 488m from Citrine Park	
<b>Primary Schools</b>	
Site is 970m from Kingsway Primary School	
<b>Bus Stop</b>	
Site is 3m from Poulton Bus Stop	
<b>Railway Station</b>	
Site is 1120m from Birkenhead Park Station	

**SHLAA Ref:**

**Local Plan Ref:** RES-RA6.7

**Location:** Wirral Waters - Northbank East 2 (Belong)

**Site Area (ha):** 0.5 **Proposed Use:** Housing Allocation



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 2079 Address: Wirral Waters Northbank East 2, Dock Rd, Seacombe (Belong Extra Care Village)	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b>	
Site is not within an area of concern	
<b>Biodiversity</b>	
There are no biodiversity assets within or in proximity to the site.	
<b>Climate Change Adaptation</b>	
Site is not within Flood Zones 2 or 3	
<b>Employment</b>	
No overlap.	

<b>Heritage</b>		
<i>The site is</i>		
1101 m from Hamilton Square Conservation Area		
1147 m from BIRKENHEAD PARK Park and Garden		
220 m from Grade II Listed Building, HYDRAULIC GENERATING STATION		
1746 m from Birkenhead Priory Scheduled Monument		
1148 m from Liverpool- Maritime Mercantile City World Heritage Site		
Nearby to a listed building and hence its setting may be affected by development, though sensitive development should mitigate any significant effects.		
<b>Health</b>		
Site is 2012m from NHS Wirral CCG		
<b>Open/Green Space</b>		
Site is 627m from Woodview Avenue Play Area		
<b>Primary Schools</b>		
Site is 1267m from St Joseph's Catholic Primary School		
<b>Bus Stop</b>		
Site is 19m from Oakdale Bus Stop		
<b>Railway Station</b>		
Site is 1120m from Hamilton Square Station		

SHLAA Ref: RA7

Local Plan Ref:

AECOM Ref: AECOM090

Location: Hamilton Park

Site Area (ha): 80.2 Proposed Use: Regeneration Area Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA7 Address: Hamilton Park Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> There are biodiversity assets within the site: Priority habitat- Lowland Mixed Deciduous Woodland.	Red
<b>Climate Change Adaptation</b> 11% of the site is within Flood Zone 3 8% of the site is within Flood Zone 2	Green
<b>Employment</b>	Yellow

<i>The site overlaps with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
0 m from Birkenhead Park Conservation Area	
1 m from BIRKENHEAD PARK Park and Garden	
0 m from Grade II Listed Building, CHURCH OF CHRIST THE KING	
889 m from Birkenhead Priory Scheduled Monument	
1265 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>The regeneration area contains one listed building and is adjacent to/nearby to a number of other listed buildings. Depending on the site location within this area significant effects should be possibel to avoid.</i>	
<b>Health</b>	
<i>Site is 1054m from Miriam Primary Care Group</i>	
<b>Open/Green Space</b>	
<i>Site is 90m from Livingstone Street Community Centre Kickabout</i>	
<b>Primary Schools</b>	
<i>Site is 398m from the Priory Parish CE Primary</i>	
<b>Bus Stop</b>	
<i>Site is 218m from Birkenhead Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 501m from Birkenhead Park Station</i>	

SHLAA Ref: RA2

Local Plan Ref:

AECOM Ref: AECOM091

Location: Scotts Quay

Site Area (ha): 30.5 Proposed Use: Regeneration Area Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA2 Address: Scotts Quay Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site overlaps with Mersey Narrows SSSI The site overlaps with Mersey Narrows SPA The site overlaps with Mersey Narrows Ramsar There is one priority habitat within the site: lowland mixed broad-leaf woodland	
<b>Climate Change Adaptation</b> 10% of the site is within Flood Zone 3	

<i>7% of the site is within Flood Zone 2</i>	
<b>Employment</b>	
<i>The site overlaps with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
1074 m from Hamilton Square Conservation Area	
1273 m from BIRKENHEAD PARK Park and Garden	
0 m from Grade II Listed Building, CHURCH OF ST PAUL	
1717 m from Birkenhead Priory Scheduled Monument	
479 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>The regeneration area contains one listed building and is adjacent to/nearby to a number of other listed buildings. Depending on the site location within this area significant effects should be possible to avoid.</i>	
<b>Health</b>	
<i>Site is 1548m from Egremont Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 90m from Bridle Road Play Area</i>	
<b>Primary Schools</b>	
<i>Site is 762m from St Joseph's Catholic Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 120m from Seacombe Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1811m from Hamilton Square Station</i>	

SHLAA Ref: RA1

Local Plan Ref:

AECOM Ref: AECOM092

Location: Seacombe Corridor

Site Area (ha): 49.3 Proposed Use: Regeneration Area Residential



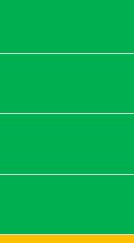
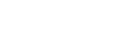
AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA1 Address: Seacombe Cprridor Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> The site overlaps with Mersey Narrows SSSI The site overlaps with Liverpool Bay SPA The site overlaps with Mersey Narrows Ramsar There is one priority habitat within the site: lowland mixed broad-leaf woodland	Red
<b>Climate Change Adaptation</b> 11% of the site is within Flood Zone 3	Green

<i>11% of the site is within Flood Zone 2</i>	
<b>Employment</b> <i>The site does not overlap with employment areas</i>	
<b>Heritage</b>  <i>The site is</i> 731 m from Magazines Conservation Area 1838 m from BIRKENHEAD PARK Park and Garden 0 m from Grade II Listed Building, WALLASEY TOWN HALL 2124 m from Birkenhead Priory Scheduled Monument 388 m from Liverpool- Maritime Mercantile City World Heritage Site <i>The regeneration area contains three listed buildings and is adjacent to/nearby to a number of other listed buildings. Depending on the site location within this area significant effects should be possible to avoid.</i>	
<b>Health</b> <i>Site is 541m from Egremont Medical Centre</i>	
<b>Open/Green Space</b> <i>Site is 128m from Rappart Road Play Area</i>	
<b>Primary Schools</b> <i>Site is 222m from Riverside Primary School</i>	
<b>Bus Stop</b> <i>Site is 71m from Seacombe Bus Stop</i>	
<b>Railway Station</b> <i>Site is 2776m from Birkenhead Park Station</i>	

SHLAA Ref: RA8

Local Plan Ref:

AECOM Ref: AECOM093

Location: Northside

Site Area (ha): 54.3 Proposed Use: Regeneration Area Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA8 Address: Northside Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There is one priority habitat within the site: lowland mixed broad-leaf woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site overlaps with employment areas	
<b>Heritage</b>	

<i>The site is</i>	
828 m from Birkenhead Park Conservation Area	
838 m from BIRKENHEAD PARK Park and Garden	
0 m from Grade II Listed Building, THE OLD HOUSE	
1809 m from Birkenhead Priory Scheduled Monument	
1013 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>The regeneration area contains one listed building and is adjacent to/nearby to a number of other listed buildings. Depending on the site location within this area significant effects should be possibel to avoid.</i>	
<b>Health</b>	
<i>Site is 1600m from Miriam Primary Medical Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 815m from Citrine Park</i>	
<b>Primary Schools</b>	
<i>Site is 1089m from Kingsway Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 239m from Poulton Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1114m from Birkenhead Park Station</i>	

**SHLAA Ref:** RA4

**Local Plan Ref:** RA4

**Location:** Central Birkenhead Regeneration Area

**Site Area (ha):** 63.6

**Proposed Use:** Regeneration Area



**AECOM**



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA4 Address: Central Birkenhead Regeneration Area Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> There is one priority habitat within the site: lowland mixed broad-leaf woodland	Red
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	Green
<b>Employment</b> The site overlaps with employment areas	Yellow
<b>Heritage</b>	Red

<i>The site is</i>		
0 m from Hamilton Square Conservation Area		
123 m from BIRKENHEAD PARK Park and Garden		
0 m from Grade II Listed Building, 3-9, MARKET STREET		
174 m from Birkenhead Priory Scheduled Monument		
694 m from Liverpool- Maritime Mercantile City World Heritage Site		
<i>The regeneration area contains a large number of listed buildings, a conservation area and is adjacent to/nearby to a number of other listed buildings. Due to the sensitivity of the area, significant effects are likely.</i>		
<b>Health</b>		
<i>Site is 549m from NHS Wirral CCG</i>		
<b>Open/Green Space</b>		
<i>Site is 540m from Hamilton Square Gardens</i>		
<b>Primary Schools</b>		
<i>Site is 744m from Cathcart Primary School</i>		
<b>Bus Stop</b>		
<i>Site is 143m from Birkenhead Bus Stop</i>		
<b>Railway Station</b>		
<i>Site is 478m from Conway Park Station</i>		

SHLAA Ref: RA6

Local Plan Ref:

AECOM Ref: AECOM095

Location: Wirral Waters

Site Area (ha): 154 Proposed Use: Regeneration Area Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA6 Address: Wirral Waters Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> The site overlaps with Bidston Moss LWS There is one priority habitat 2m from the site: lowland mixed broad-leaf woodland	Red
<b>Climate Change Adaptation</b> 48% of the site is located within Flood Zone 3 47% of the site is located within Flood Zone 2	Yellow
<b>Employment</b>	

<i>The site overlaps with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
417 m from Birkenhead Park Conservation Area	
433 m from BIRKENHEAD PARK Park and Garden	
0 m from Grade II Listed Building, Grain Warehouse	
1159 m from Birkenhead Priory Scheduled Monument	
1025 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>The regeneration area contains three listed buildings and is adjacent to/nearby to a number of other listed buildings. Depending on the site location within this area significant effects should be possible to avoid.</i>	
<b>Health</b>	
<i>Site is 1693m from Miriam Primary Care Group</i>	
<b>Open/Green Space</b>	
<i>Site is 618m from Limekiln Lane Community Park</i>	
<b>Primary Schools</b>	
<i>Site is 1271m from Our Lady &amp; St Edwards Catholic Primary</i>	
<b>Bus Stop</b>	
<i>Site is 143m from Poulton Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 1208m from Birkenhead Park Station</i>	

SHLAA Ref: RA3

Local Plan Ref:

AECOM Ref: AECOM096

Location: Birkenhead Waterfront

Site Area (ha): 64.5 Proposed Use: Regeneration Area Residential



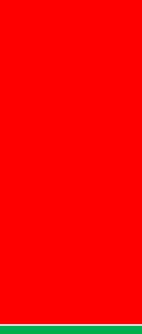
AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA3 Address: Waterside Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> The site overlaps with Liverpool Bay LWS There is one priority habitat overlapping with the site: intertidal mudflats	Red
<b>Climate Change Adaptation</b> 34% of the site is located within Flood Zone 3 27% of the site is located within Flood Zone 2	Yellow
<b>Employment</b>	

<i>The site overlaps with employment areas</i>	
<b>Heritage</b>	
<i>The site is</i>	
0 m from Hamilton Square Conservation Area	
566 m from BIRKENHEAD PARK Park and Garden	
0 m from Grade II Listed Building, Transit Sheds To South East Of Morpeth Branch Dock	
0 m from Birkenhead Priory Scheduled Monument	
342 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>The regeneration area contains a large number of listed buildings, a conservation area and is adjacent to/nearby to a number of other listed buildings. Due to the sensitivity of the area, significant effects are likely.</i>	
<b>Health</b>	
<i>Site is 744m from NHS Wirral CCG</i>	
<b>Open/Green Space</b>	
<i>Site is 290m from Hamilton Square Gardens</i>	
<b>Primary Schools</b>	
<i>Site is 1176m from Cathcart Primary</i>	
<b>Bus Stop</b>	
<i>Site is 7m from Woodside Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 222m from Hamilton Square Station</i>	

SHLAA Ref: RA5

Local Plan Ref:

AECOM Ref: AECOM097

Location: Hind Street and St Werburghs

Site Area (ha): 39.8 Proposed Use: Regeneration Area Residential



AECOM



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: RA5 Address: Hind Street Objectives and Site Assessment Criteria	Colour coding
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> There is one priority habitat overlapping with the site: lowland mixed broad-leaf woodland	
<b>Climate Change Adaptation</b> Site is not within Flood Zones 2 or 3	
<b>Employment</b> The site overlaps with employment areas	

<b>Heritage</b>	
<b>The site is</b>	
0 m from Hamilton Square Conservation Area	
435 m from BIRKENHEAD PARK Park and Garden	
0 m from Grade II Listed Building, POST OFFICE	
143 m from Birkenhead Priory Scheduled Monument	
901 m from Liverpool- Maritime Mercantile City World Heritage Site	
<i>The regeneration area contains a large number of listed buildings, a conservation area and is adjacent to/nearby to a number of other listed buildings. Due to the sensitivity of the area, significant effects are likely.</i>	
<b>Health</b>	
<i>Site is 567m from NHS Wirral CCG</i>	
<b>Open/Green Space</b>	
<i>Site is 761m from Woodlands Play Area</i>	
<b>Primary Schools</b>	
<i>Site is 820m from Woodlands Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 37m from Birkenhead Bus Stop</i>	
<b>Railway Station</b>	
<i>Site is 273m from Birkenhead Central Station</i>	

**SHLAA Ref:** RA9

**Local Plan Ref:** RA9

**Location:** Liscard Regeneration Area

**Site Area (ha):** 14.4      **Proposed Use:** Regeneration Area



**AECOM**



<b>Likely to promote positive effects</b>	<b>Possible positive effects, though not significant</b>	<b>Unlikely to have significant effects</b>	<b>Possible negative effect (mitigation possible)</b>	<b>Likely to generate negative effects</b>
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

<b>SHLAA Ref: RA5 Address: Hind Street</b> <b>Objectives and Site Assessment Criteria</b>	<b>Colour coding</b>
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> 948m from Mersey Narrows SSSI 948m from Mersey Narrows & North Wirral Foreshore SPA 1821m from The Dee Estuary SAC 948m from Mersey Narrows & North Wirral Foreshore Ramsar 907m from Bidston Marsh LWS 1623m from Bidston Moss LNR	

<i>1551m from Red and Yellow Noses, New Brighton LGS 0m from Lowland Mixed Broad-leaf Woodland Priority Habitat</i>	
<b>Climate Change Adaptation</b>	
<i>100% flood Zone 1.</i>	
<b>Employment</b>	
<i>No overlap</i>	
<b>Heritage</b>	
<i>1003m from Magazines Conservation Area 2253m from BIRKENHEAD PARK 10m from CHURCH OF ST ALBAN, Grade- II listed building 3628m from Birkenhead Priory Scheduled Monument 1721m from Liverpool - Maritime Mercantile City</i>	
<i>The site is in close proximity to a number of listed buildings. Regeneration may alter the setting of assets, however it may also offer the potential to avoid more sensitive areas and could be used to improve the setting and character of the area's historic features.</i>	
<b>Health</b>	
<i>Site is 153m from Manor Health Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 431m from Delph Sports Ground</i>	
<b>Primary Schools</b>	
<i>Site is 280m from St Alban's Catholic Primary</i>	
<b>Bus Stop</b>	
<i>Site is 50m from a stop in Liscard</i>	
<b>Railway Station</b>	
<i>Site is 1833m from Wallasey Village railway station</i>	

**SHLAA Ref:** RA10

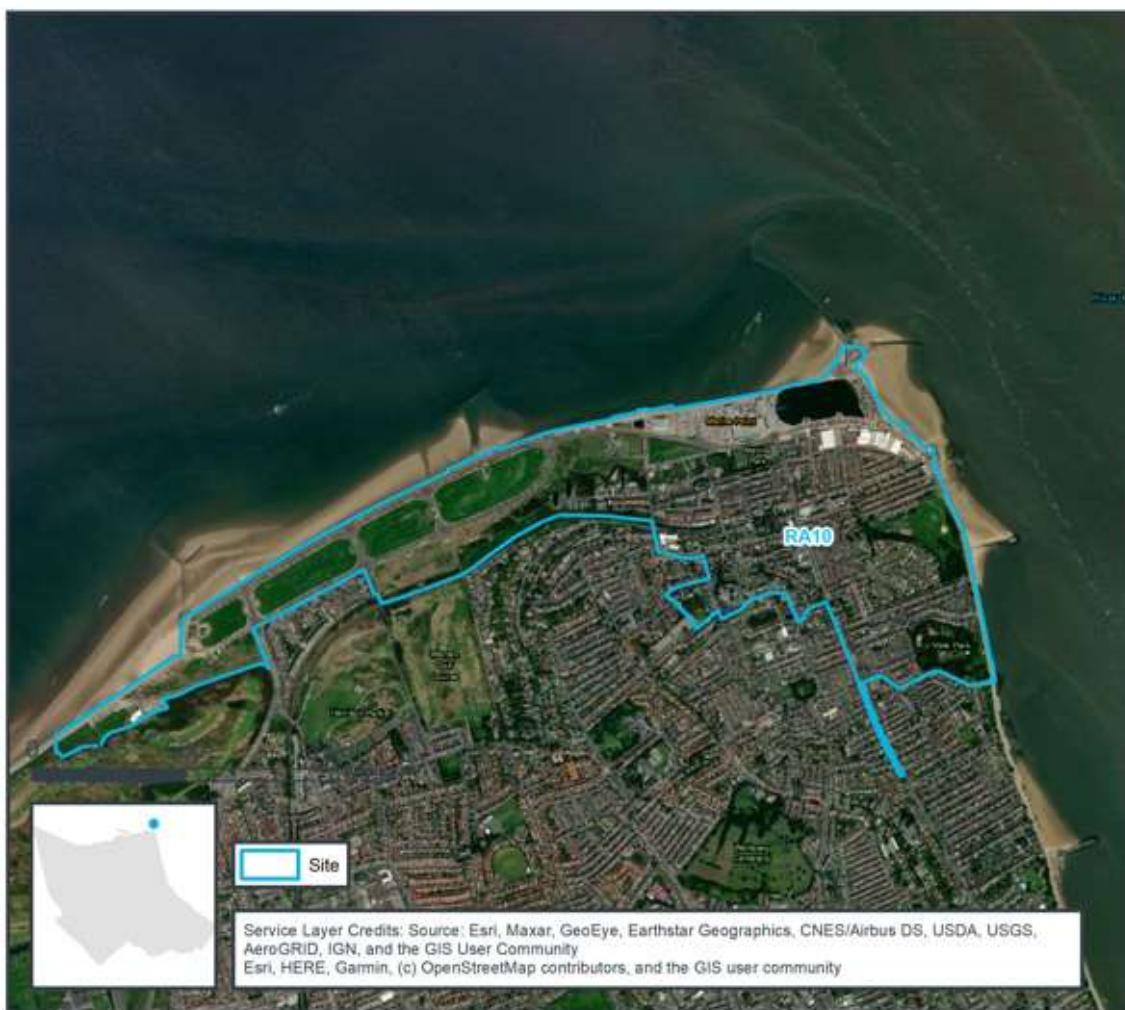
**Local Plan Ref:** RA10

**Location:** New Brighton Regeneration Area

**Site Area (ha):** 140.8      **Proposed Use:** Regeneration Area



**AECOM**



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: RA5 Address: Hind Street**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

a

**Biodiversity**

0m from North Wirral Foreshore SSSI

0m from Mersey Narrows & North Wirral Foreshore SPA

0m from The Dee Estuary SAC

0m from Mersey Narrows & North Wirral Foreshore Ramsar

0m from Wallasey Golf Course LWS

1926m from Bidston Moss LNR

<i>0m from Red and Yellow Noses, New Brighton LGS</i>	
<i>0m from priority habitat</i>	
<b>Climate Change Adaptation</b>	
<i>25% flood zone 2, 15% flood zone 3</i>	
<b>Employment</b>	
<i>No overlap</i>	
<b>Heritage</b>	
<i>The site is</i>	
<i>0m from Wellington Road Conservation Area</i>	
<i>3404m from FLAYBRICK MEMORIAL GARDENS</i>	
<i>0m from FORT PERCH ROCK, Grade- II* listed building</i>	
<i>4540m from Site of church and churchyard at Overchurch scheduled monument</i>	
<i>1171m from Liverpool - Maritime Mercantile City</i>	
<i>This area contains multiple listed buildings and two conservation areas. Development within this area would be expected to lead to effects upon the significance of the assets are their setting. That said, sensitive development within this regeneration area may avoid more sensitive areas and could be used to improve the setting and character of the area's historic features.</i>	
<b>Health</b>	
<i>Site is 766m from Field Road Health Centre</i>	
<b>Open/Green Space</b>	
<i>Site is 272m from Atherton Street/Portland Street Greenspace</i>	
<b>Primary Schools</b>	
<i>Site is 461m from St Peter &amp; Paul Catholic Primary School</i>	
<b>Bus Stop</b>	
<i>Site is 51m from a bus stop in New Brighton/Mersyd</i>	
<b>Railway Station</b>	
<i>Site is 90m from New Brighton railway station</i>	

**SHLAA Ref:** RA11

**Local Plan Ref:** RA11

**Location:** New Ferry Regeneration Area

**Site Area (ha):** 4.7      **Proposed Use:** Regeneration Area



**AECOM**



2143m from	Brotherton Park and Dibbinsdale LNR	
2087m from	Storeton Hill, Bebington LGS	
51m from	Lowland Wood-pasture and Parkland priority habitat	
<b>Climate Change Adaptation</b>		
100% in flood zone 1		
<b>Employment</b>		
No overlap		
<b>Heritage</b>		
<i>The site is</i>		
0m from	Port Sunlight Conservation Area	
438m from	THE DELL, THE DIAMOND AND THE CAUSEWAY, PORT SUNLIGHT park and garden	
8m from	HESKETH HALL, Grade- II listed building	
1145m from	Bromborough Court House moated site and fishponds, Scheduled Monument	
3186m from	Liverpool - Maritime Mercantile City	
<i>Site has a slight overlap with a conservation area and is in close proximity to listed buildings. Regeneration may alter the setting of both assets; however it may also offer the potential to avoid more sensitive areas and could be used to improve the setting and character of the area's historic features.</i>		
<b>Health</b>		
Site is 354m from Parkfield Medical Centre		
<b>Open/Green Space</b>		
Site is 272m from Boundary Road Open Space		
<b>Primary Schools</b>		
Site is 374m from Grove Street Primary		
<b>Bus Stop</b>		
Site is 55m from New Ferry		
<b>Railway Station</b>		
Site is 678m from Bebington		

Local Plan Ref: RES-RA3.4

Site Ref: 0478

Location: Rose Brae, Woodside, Birkenhead

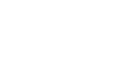
Site Area (ha): 1.96      Proposed Use: Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 0478 Address: Rose Brae, Woodside	Colour coding
<b>Objectives and Site Assessment Criteria</b>	
<b>Air Quality</b> Site is not within an area of concern	
<b>Biodiversity</b> The site is in very close proximity (9m) to Liverpool Bay SPA and 13m from Priority Habitat (Intertidal mudflats).	
<b>Climate Change Adaptation</b> No identified fluvial flood risk (100% within flood zone 1)	
<b>Employment</b> Overlap with employment land	
<b>Heritage</b>	

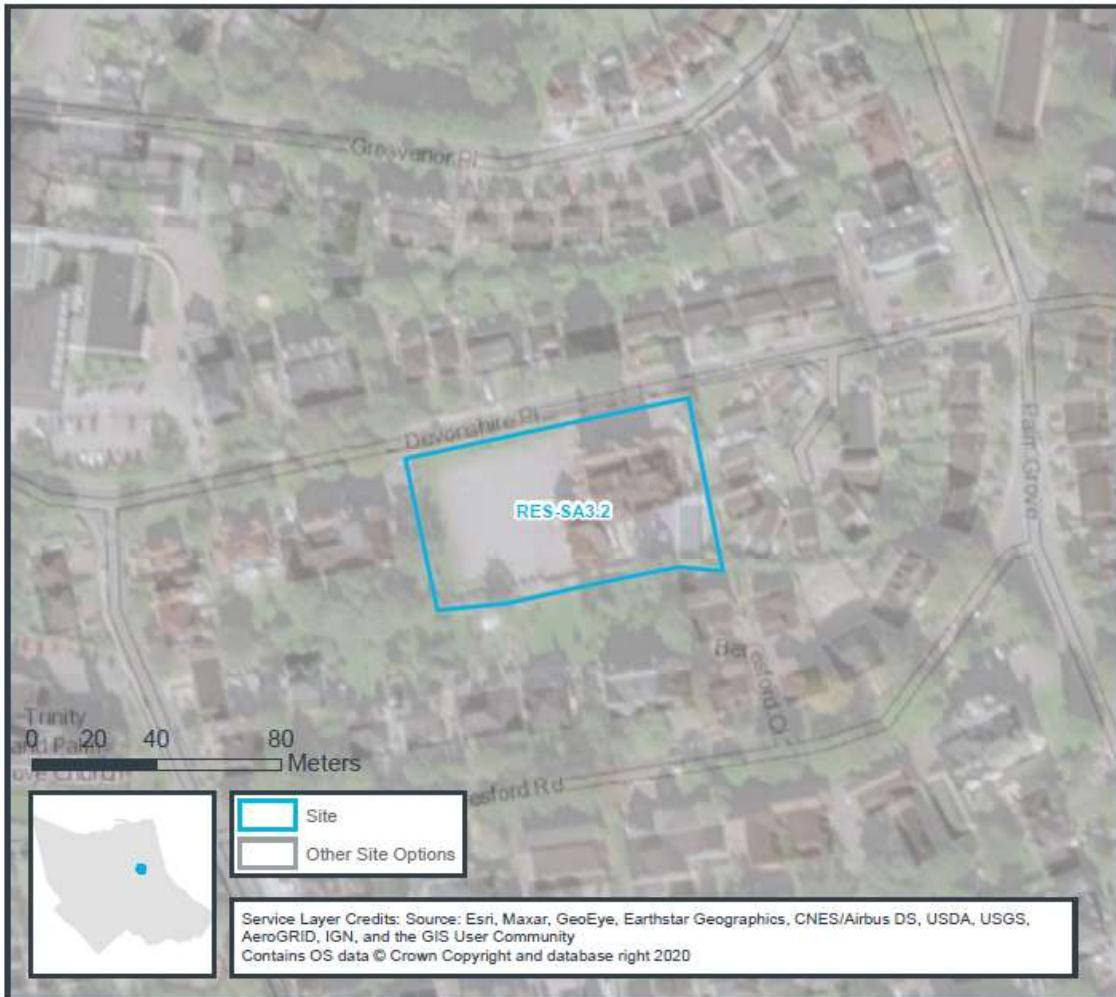
<i>Within 300m of a conservation area, listed building(s), scheduled monument. character and screening should prevent significant effects, assuming sensitive development.</i>	Mixed	
<b>Health</b>		
491m from NHS WIRRAL CCG		
<b>Open/Green Space</b>		
70m from Rose Brae Play Area		
<b>Primary Schools</b>		
1292m from Cathcart primary		
<b>Bus Stop</b>		
114m from bus stop in Birkenhead		
<b>Railway Station</b>		
322m from railway station- HAMILTON SQUARE		

**Local Plan Ref:** RES-SA3.2

**Site Ref:** 5151

**Location:** Redcourt, 7 Devonshire Place, Birkenhead

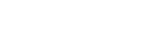
**Site Area (ha):** 0.48    **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5151 Address: Redcourt, 7 Devonshire Place, Birkenhead <b>Objectives and Site Assessment Criteria</b>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> The site overlaps with Lowland Wood-pasture and Parkland priority habitat	Red
<b>Climate Change Adaptation</b> No identified fluvial flood risk (100% within flood zone 1)	Green
<b>Employment</b> No overlap	Green
<b>Heritage</b> The site is Within 300m of a listed building(s).	Light Green

<i>Close to Grade II listed building, mixed local character and lower significance of heritage asset should mitigate more significant effects.</i>	
<b>Health</b>	
945m from DEVANEY MED CTR	
<b>Open/Green Space</b>	
666m from Birkenhead Park	
<b>Primary Schools</b>	
1273m from Christchurch CE Primary School	
<b>Bus Stop</b>	
204m from bus stop in Oxton (Mersyd)	
<b>Railway Station</b>	
1620m from railway station (BIRKENHEAD PARK)	

**Local Plan Ref:** RES-SA4.18

**Site Ref:** 5198

**Location:** 45 Palatine Road, Bromborough

**Site Area (ha):** 0.04    **Proposed Use:** Housing Allocation



Likely to promote positive effects	Possible positive effects, though not significant	Unlikely to have significant effects	Possible negative effect (mitigation possible)	Likely to generate negative effects
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The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5198 Address: 45 Palatine Road, Bromborough <b>Objectives and Site Assessment Criteria</b>	Colour coding
<b>Air Quality</b> Site is not within an area of concern	Green
<b>Biodiversity</b> 46 m from Dibbinsdale SSSI, 46m from Brotherton Park and Dibbinsdale LNR and 14m from Lowland Mixed Deciduous Woodland priority habitat.	Yellow
<b>Climate Change Adaptation</b> No identified fluvial flood risk (100% within flood zone 1)	Green
<b>Employment</b> No overlap	Green
<b>Heritage</b>	Green

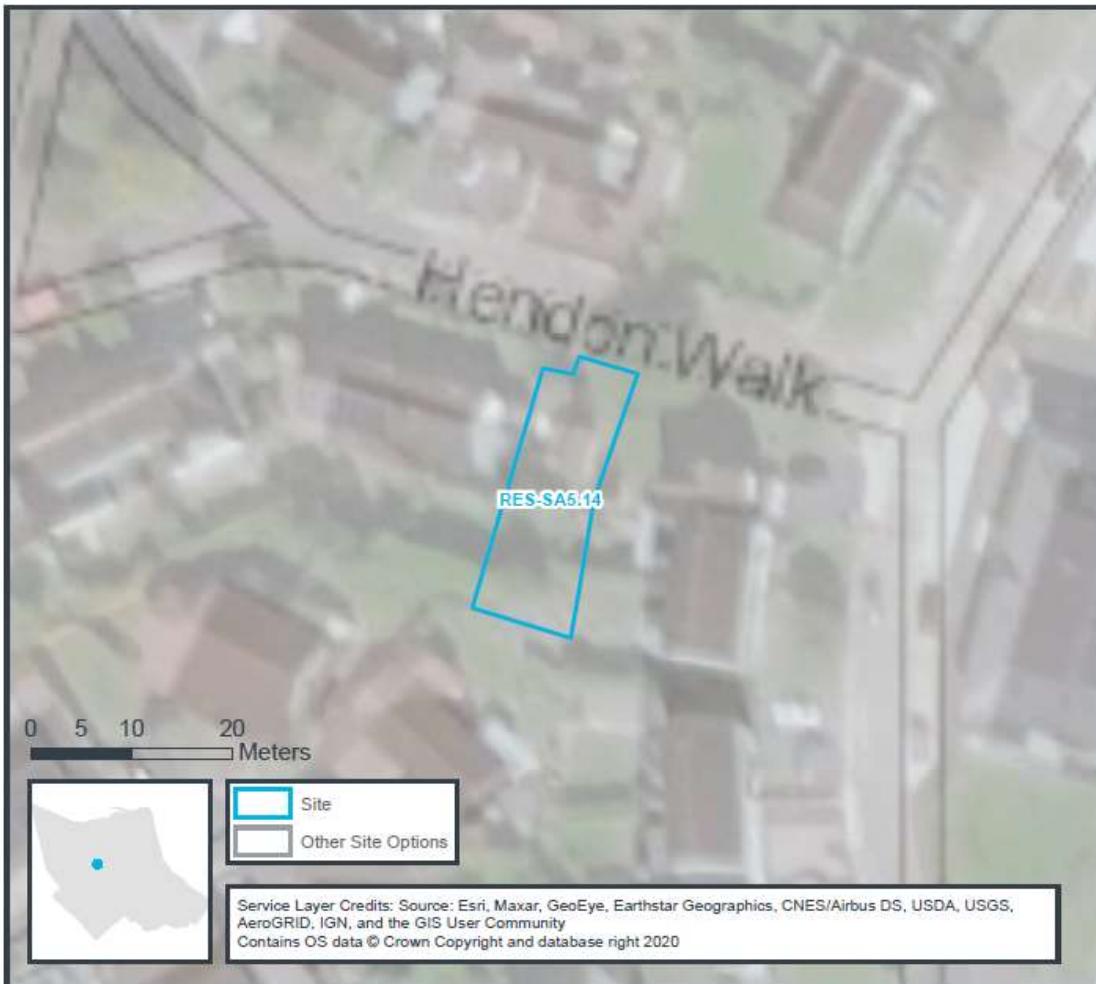
<i>No heritage assets within close proximity and significant effects unlikely to occur.</i>	
<b>Health</b> <i>842m from GP EASTHAM OOH</i>	
<b>Open/Green Space</b> <i>117m from Dibbinsdale LNR (West)</i>	
<b>Primary Schools</b> <i>601m from Woodslee Primary</i>	
<b>Bus Stop</b> <i>239m from bus stop in Bromborough</i>	
<b>Railway Station</b> <i>462m from railway station (BROMBOROUGH RAKE)</i>	

**Local Plan Ref:** RES-SA5.14

**Site Ref:** 5233

**Location:** 2 Hendon Walk, Greasby

**Site Area (ha):** 0.02    **Proposed Use:** Housing Allocation



Likely to promote positive effects   Possible positive effects, though not significant   Unlikely to have significant effects   Possible negative effect (mitigation possible)   Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

SHLAA Ref: 5233 Address: 2 Hendon Walk, Greasby Objectives and Site Assessment Criteria	Colour coding
Air Quality Site is not within an area of concern	
Biodiversity Effects on biodiversity assets unlikely.	
Climate Change Adaptation No identified fluvial flood risk (100% within flood zone 1)	
Employment No overlap	
Heritage	

*The site is within 300m listed building(s). Full screening offered between site and heritage assets should mitigate effects.*

**Health**

*2927m from UPTON GROUP PRACTICE*

**Open/Green Space**

*35m from Kinloss Road Open Space*

**Primary Schools**

*762m from Greasby Infant School*

**Bus Stop**

*209m from bus stop in Greasby*

**Railway Station**

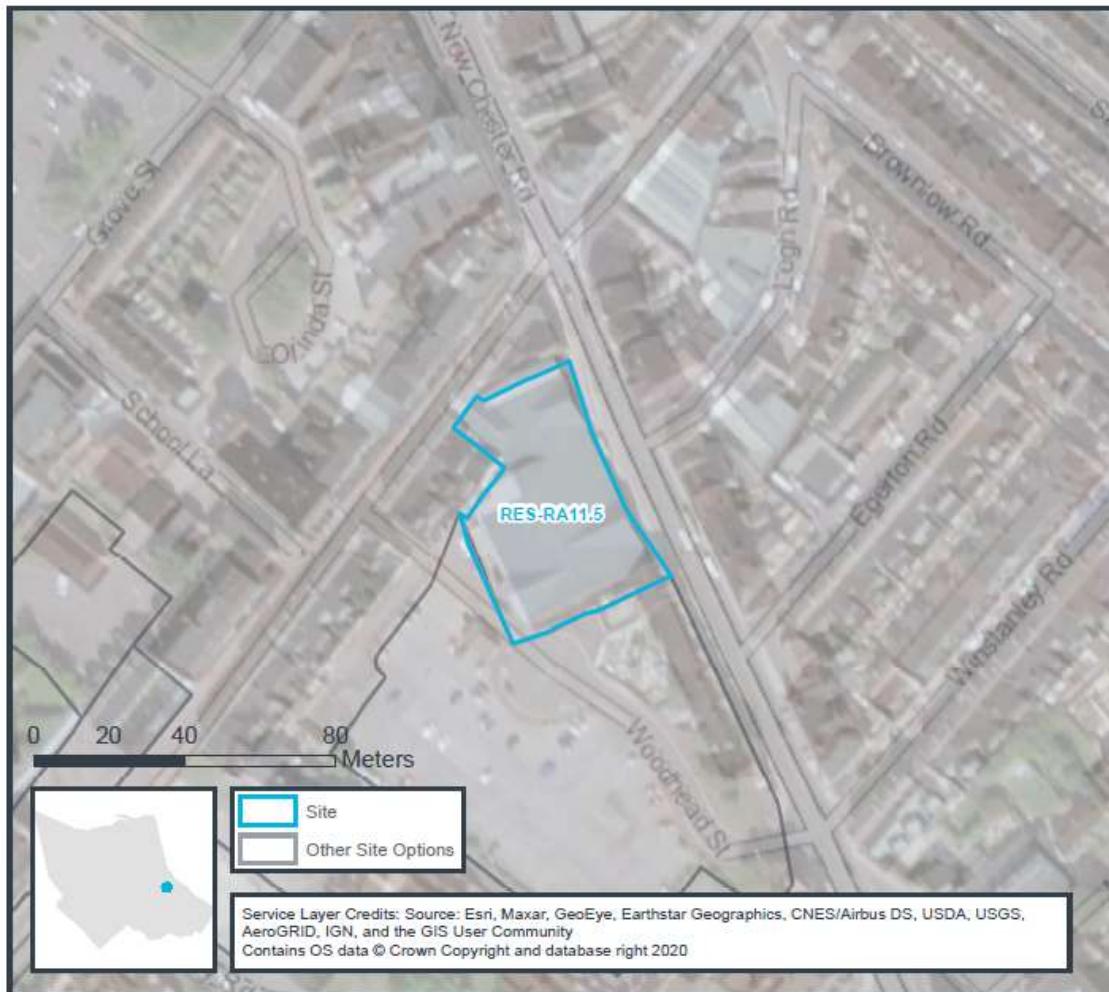
*3373m from railway station (UPTON)*

Local Plan Ref: RES-RA11.5

Site Ref: 5244

Location: 100 New Chester Road, New Ferry

Site Area (ha): 0.26 Proposed Use: Housing Allocation



Likely to promote positive effects

Possible positive effects, though not significant

Unlikely to have significant effects

Possible negative effect (mitigation possible)

Likely to generate negative effects

The above effects are a broad indication of effects and specific colour coding should be interpreted in reference to the site assessment methodology.

**SHLAA Ref: 5244 Address: 100 New Chester Road, New Ferry**

**Objectives and Site Assessment Criteria**

**Colour coding**

**Air Quality**

Site is not within an area of concern

**Biodiversity**

Effects on biodiversity assets unlikely.

**Climate Change Adaptation**

No identified fluvial flood risk (100% within flood zone 1)

**Employment**

No overlap

**Heritage**

*The site is within 300m of a conservation area, listed building(s). Partial screening offered between site and heritage assets as well as mixed local character.*

**Health**

*431m from PARKFIELD MED CTR*

**Open/Green Space**

*262m from Boundary Road Open Space*

**Primary Schools**

*392m from Grove Street Primary*

**Bus Stop**

*149m from bus stop in New Ferry*

**Railway Station**

*668m from railway station (BEBINGTON)*