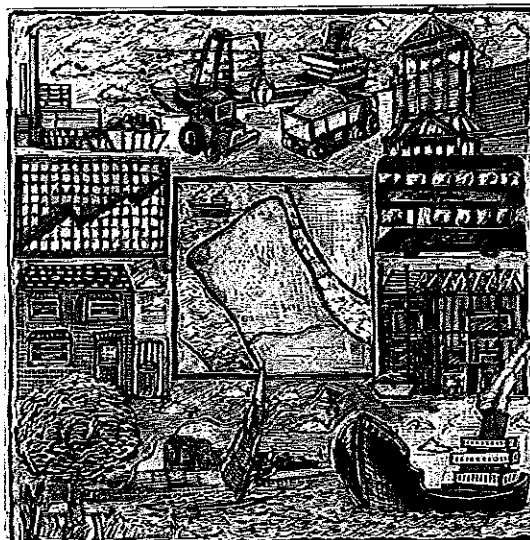


# WIRRAL UNITARY DEVELOPMENT PLAN

(INCLUDING MINERALS AND WASTE POLICIES)

WRITTEN STATEMENT  
ADOPTED FEBRUARY 2000





## UNITARY DEVELOPMENT PLAN FOR WIRRAL – LIST OF DELETED POLICIES

### A. Planning and Compulsory Purchase Act 2004, Schedule 8, Paragraph 1(3)

The following policies and proposals from the Unitary Development Plan for Wirral (February 2000) did not remain in force beyond 27 September 2007.

#### Part One Policies:

Policy HSG1 – New Dwelling Requirement  
Policy WMT1 – Landfill Provision

#### Part Two Policies and Proposals:

Policy EM10 – Birkenhead and Eastham Dock Estates  
Policy EM11 – Bidston Observatory and the Proudman Oceanographic Laboratory  
Proposal HS2 – Land at Noctorum Way, Noctorum  
Proposal HS3 – Land to the East of Fender Farm, Moreton  
Proposal RE3 – New Neighbourhood Indoor Sports Facilities  
Proposal RE4 – New Neighbourhood Swimming Pool, Beechwood  
Policy RE5 – Criteria for the Protection of Playing Fields  
Policy RE7 – Criteria for the Protection of School Playing Fields  
Proposal TL3 – Land for Tourism Development at Wirral Waterfront  
Policy TL6 – The Control of Tourism in Port Sunlight  
Proposal TL8 – Land at the Former Derby Pool, New Brighton  
Proposal NC9 – Dibbinsdale Nature Camp  
Proposal TR4 – Birkenhead Central Bus Facility  
Policy WM10 – Requirements for the Environmental Assessment of Waste Disposal Facilities  
Policy WA7 – Heswall Drainage Catchment Area  
Policy CO3 – Tourism and Leisure in the Coastal Zone

### B. Joint Waste Local Plan for Merseyside and Halton (July 2013)

The following policies and proposals from the Unitary Development Plan for Wirral (February 2000) were replaced by the Joint Waste Local Plan for Merseyside and Halton, which was adopted on 18 July 2013:

Policy WMT2 - Recycling And Re-Use of Waste Materials (Strategic policy)  
Proposal WM1 - Landfill Waste Disposal Sites  
Policy WM2 - Criteria for Landfill Waste Disposal Sites  
Policy WM3 - Restoration and Aftercare of Landfill Waste Disposal Sites  
Policy WM4 - Provision of Recycling Collection Areas

Policy WM5 - Criteria for Waste Reception Centres  
Policy WM6 - Criteria for Waste Transfer Stations  
Policy WM7 - Criteria for Clinical and Chemical Waste Incinerators  
Policy WM8 - Criteria for Sewage Treatment Facilities  
Policy WM9 - Criteria for Sewage Sludge Disposal Facilities

The adoption of the Joint Waste Local Plan also has implications for:

UDP Proposal EM1 (Waste Local Plan Policy WM2)  
UDP Proposal EM3/14 (Waste Local Plan Policy WM3)  
UDP Policy EM8 (Waste Local Plan Policy WM5)

## PREFACE

This is the first district wide, statutory, development plan that has ever been produced for the Metropolitan Borough of Wirral. It has been produced after extensive public consultation and a long Public Inquiry and I hope reflects the aspirations of the people of Wirral for the future development of their area.

The two main themes of the Plan are continued urban regeneration and the protection of the Green Belt. The strategy seeks to focus investment into the existing urban areas of the Borough, to maximise the re-use of previously developed land and to support the regeneration and re-development of the older, run down areas mainly situated in the east of the Borough, around Birkenhead and the southern end of Wallasey.

In regenerating the older urban areas, it is important to protect valuable greenspace within these areas and the Green Belt around Wirral's towns and villages. Wirral's coastal heritage provides nationally and internationally important wildlife habitats. The planning system must protect the environment whilst delivering the new homes and jobs that Wirral's residents deserve. The UDP is supported by Supplementary Planning Guidance which reinforces the need to foster good design.

This strategy is also intended to reflect the Borough's sub-regional role in providing a restraint to development at the fringe of the Merseyside conurbation in support of continued regeneration at the heart of nearby Liverpool.

The UDP is intended to give certainty to local residents, businesses and developers alike. In so far as its polices remain relevant, it will be used as the basis for all decisions on planning applications throughout the Borough. Departures from its provisions will be rare and advertised to enable local people to give their views, before any decision is reached.

This UDP was drawn up for the period April 1986 to March 2001 but will continue in force for the period until the plan can be formally reviewed. It is currently anticipated that this will take place following the publication of the Government's revised Regional Planning Guidance for the North West.

The revised Regional Planning Guidance will provide the strategic framework for development in Wirral up until the year 2021. That remains the challenge for the future.

This document can also be made available in other formats for those who find the type-face too small. Further advice is available on telephone number 0151 691 8222.

Councillor John Cocker, Chair of Planning Committee



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**PART ONE**





## 1. INTRODUCTION

### BACKGROUND

- 1.1 Unitary Development Plans (UDP) were introduced for metropolitan areas by the Local Government Act 1985. The provisions have now been re-enacted within the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991.
- 1.2 The process of preparing a UDP is set out in Government regulations. This includes specific provision for public consultation, for the registering of objections and for duly made objections to be considered at a public inquiry. The relevant dates for each stage in the preparation of the UDP for Wirral are set out in Appendix 1 to this document.
- 1.3 This document is the amended Written Statement, which, together with the accompanying Proposals Maps, now forms the finally adopted version of the UDP. It is the sole land-use planning policy framework for the Borough, being the only statutory Development Plan for the area.
- 1.4 The document incorporates the former Merseyside Green Belt Local Plan (with additions and amended policies), and supersedes the following Plans, which are now no longer in force:-
  - The Merseyside Structure Plan
  - The Wallasey Town Map
  - The Birkenhead Town Map
  - The Hoylake Town Map
  - The Heswall Town Map
  - The Ellesmere Port Town Map (part of)
  - The Neston Town map (part of)
  - All other non-statutory local plans.
- 1.5 This document also supersedes all previous versions of the UDP. The following documents should, therefore, no longer be used as an official statement of the Council's planning policies:
  - Issues and Draft Part One Policies (1990)
  - Draft for Public Consultation (1992)
  - Deposit Draft (1994)
  - First Proposed Alterations (1995)
  - Second Proposed Alterations (1996)
  - Third Proposed Alterations (1996)
  - Proposed Modifications (1998)
  - Further Proposed Modifications (1999)

## HISTORICAL PERSPECTIVE

- 1.6 Mentioned in the Domesday Book, Wirral was once an area of medieval villages and hamlets, engaged in fishing and farming. The key to Wirral's development throughout the ages has been enhanced communications, starting with the granting in 1330, by Edward III, of a charter establishing the original ferry over the Mersey from the Priory in Birkenhead.
- 1.7 In the 1820's steam-powered boats were introduced into the ferry service. Increased reliability encouraged Liverpool businessmen and merchants to establish homes in Wirral, which in turn led to industrialisation, particularly along the Mersey coast.
- 1.8 John Laird, in 1824, built a boiler and ironworks on the Mersey shore, which later became the famous shipyard of Cammell Lairds. Wirral's first railway was built in 1840, planned by George Stephenson, and connected Birkenhead with Chester.
- 1.9 Such improvements encouraged the growth of Wirral: Birkenhead and Wallasey grew into large towns, and houses were also built at Rock Ferry, New Ferry, Seacombe, Egremont and New Brighton around extra terminals added to the expanded ferry service. The year 1847 saw the opening of Birkenhead's first docks, and its municipal park, the first in Britain.
- 1.10 The first chemical works to be established at Bromborough was Price's Candle Works in 1854, with the world-famous Lever Bros. factory being established in the 1880's.
- 1.11 If the ferry opened up Wirral, it was the Mersey railway which led to its explosive development in the late nineteenth and early twentieth centuries. Started in 1886 (the first underwater railway in the world), it connected Birkenhead, Wallasey and West Kirby with Liverpool, and by 1891 had extended to Rock Ferry.
- 1.12 Such development continued apace, reaching its peak in the 1960's, when the population reached 360,000 and unemployment was around 2.5%. Since then, there has been a steady if unspectacular decline.
- 1.13 The present Borough covers an area of some sixty square miles and its peninsular setting, bounded by the Rivers Mersey and Dee, and the Irish Sea to east, west and north respectively, has strongly influenced settlement patterns. The Mersey side of the Borough is the focus for intensive industrial and residential development, whereas the hamlets and villages of the Dee side of the peninsula have grown into dormitory settlements for workers in Birkenhead, Liverpool, Ellesmere Port and Chester. In between, there are areas of agricultural land, with some areas of special landscape value, which are all protected by Green Belt designation.

- 1.14 Between 1981 and 1991, the Borough's population fell from 338,954 to 330,795, a decrease of 2.4%. This was due primarily to lowering birth rates and net outward migration. Although significant, the rate of loss was in fact the lowest of the five Merseyside Districts. The overall figure masks significant spatial differences: Bidston Ward experienced a 20.8% decrease, whereas Royden Ward, where there has been substantial house building in the decade, showed a population increase of 12.6%. The population profile is that of an increasingly ageing population, particularly in the most elderly groups.
- 1.15 The same decade has seen substantial sectoral change in employment within the Borough. Overall, employment fell by 14.5%. Manufacturing employment exhibited a disturbing decline of 27.5%, and service employment failed to compensate in any way, actually showing a decline of 3.4% over the decade. In fact only one of the ten Standard Industrial Categories exhibited an increase - SIC 9 (Other Services) increased by 8.7%.
- 1.16 The substantial decline in manufacturing is further illustrated in that in 1981 it accounted for 27.5% of all employment: by 1991 this had reduced to 23.3%. Services, although declining in absolute terms, exhibited the opposite trend - 63.5% of total employment in 1981, which had risen to 71.8% in 1991.
- 1.17 One result of this situation has already been referred to - that of population loss, and particularly loss of population of working age, seeking jobs in other areas of the country or abroad. In addition, the level of unemployment is directly correlated to employment decline. In December 1993, registered unemployment in the Borough was 14.9%, well over one-and-a-half times the national average. In some Wards of the Borough the situation is chronic - for example, Birkenhead Ward had an overall unemployment rate of 35%, with male unemployment at 52%.
- 1.18 The Council is committed to doing all in its power to alleviate this situation, through corporate action. Measures are briefly outlined later in this introduction. The UDP has a limited, but important role in this process, by allocating sufficient land of the right size, type and location to foster economic development.

#### PLAN FORMAT

- 1.19 The UDP is produced in two parts. Part One contains a statement of the Plan's aims and strategy, together with general, Borough-wide policies. Part One must have regard to:-
- national and regional planning policies;
  - Strategic Guidance issued by the Secretary of State;
  - the plans and proposals of the Merseyside Development Corporation;
  - the resources likely to be available;

- social considerations.
- 1.20 Part Two translates the Part One general policies into more specific policies and proposals for specific areas or individual sites. Part Two also contains reasoned justifications for all the policies and proposals in the Plan, and a detailed Proposals Map. Part Two must be in general conformity with Part One.
- 1.21 The format of this document, therefore, follows the above requirements. Part One comprises this introductory section, and the general Borough-wide planning policies. Part Two repeats the general policies with their reasoned justification and then defines more detailed policies and proposals, with their reasoned justifications, under twenty-three topic headings.
- 1.22 For clarity, Part One general policies are printed in upper case bold type with a three-letter prefix related to the appropriate topic heading, and printed in a box in the format **ABC1**. The more detailed Part Two policies and proposals are printed in lower case bold type, with a two letter prefix in the format **XY2**.
- 1.23 Throughout the Plan there are references to Supplementary Planning Guidance Notes. Whilst these are not part of the Unitary Development Plan and cannot be used to determine applications, they do provide guidance to the public in interpreting the Plan's policies. They are available from the Council's Planning and Economic Development Department and are reviewed as and when necessary.
- 1.24 The UDP covers the period up to 2001. This represented the end date of the Secretary of State's Strategic Planning Guidance for Merseyside.

#### PLAN STRATEGY AND THE CORPORATE APPROACH

- 1.25 The UDP sets out planning policies to guide development in the 1990's. The Plan's strategy is based on three themes:-
- building on Wirral's assets to develop its economy;
  - regenerating the older urban area; and
  - improving and protecting the environment.
- 1.26 Underlying these three main themes is the guiding principle for the UDP - that of urban regeneration. Strategic Guidance specifically identifies the promotion of urban regeneration as a key objective for the UDP.
- 1.27 Urban regeneration is a corporate strategy of the Council. To achieve its objectives, all the Council's spending programmes and initiatives need to be co-ordinated and directed within a robust strategy. This intention is reiterated in recent government guidance on urban renewal.

- 1.28 The UDP has an important but limited role within this process. The Plan is limited to issues directly related to the use and development of land. It provides the land use framework guiding new development and environmental improvements, either through allocations of land for particular purposes or by defining criteria governing the location and design of new development. In this sense, the UDP provides the co-ordinating strategy for urban regeneration within the Borough. The emphasis in spending programmes must conform to the land-use strategy set out in this statutory document.
- 1.29 The co-ordinated approach to urban regeneration is reflected throughout the UDP. It provides the land use context for the Council's spending programmes and reflects the following initiatives:
- 1.30 Economic Development Plan. Prepared annually, the EDP sets out the budget and action to achieve the goal of improving the economic position of Wirral residents, by tackling unemployment and poverty, achieving urban regeneration, fostering business development, attracting inward investment through the EuroWirral marketing programme, encouraging the growth in tourism and supporting regional economic development initiatives.
- 1.31 Housing Investment Programme. Prepared annually as part of the Housing Strategy (see below), the HIP sets out the Council's programme for the upgrading and diversification of the existing housing stock, and costs the programme as a bid for resources from Central Government to carry out the programme.
- 1.32 Housing Strategy to 2000. Updated annually in consultation with a wide range of organisations having an interest in housing provision. It sets out a framework within which the major issues affecting the quality and supply of housing in Wirral can be addressed, and prioritises suggested solutions to the problems so identified.
- 1.33 Transport Policies and Programme. Produced annually to cover a five-year rolling programme on which capital allocations and grants are established. It covers major highway schemes, minor highway improvements and road safety schemes. There is a close relationship between the TPP and the UDP, the latter forming the broad strategy within which specific TPP schemes are identified.
- 1.34 Leisure Development Strategy. Produced by the Leisure Services and Tourism Department. It covers the Council's policies and proposals in a series of five year development plans, covering parks and open spaces, tourism, sport and recreation, children's play, community centres and libraries.
- 1.35 Derelict Land Programme. Until March 1993, Wirral was a rolling programme Authority for derelict land grant, but this status has now ceased. The

programme continues to be executed, however, with grants totalling £400,000 being available for this financial year from Central Government.

- 1.36 Urban Programme. Wirral has been an Urban Programme Authority since the late 1970's, with funds available for eligible schemes in the designated Inner Urban Area and some of the outer Council Estates. Funding has been severely curtailed in the current year, being replaced by City Challenge and Urban Partnership initiatives, and the Single Regeneration Budget.
- 1.37 Urban Partnership Initiative. Inaugurated last year by Central Government, Wirral has been successful in getting one small scheme accepted for funding - at Railway Road, Rock Ferry. As the name implies, the essence of the initiative is to take action in partnership with the private sector.
- 1.38 Coastal Management Policy. Produced by the Leisure Services and Tourism Department. The policy document examines the use and management of the Wirral coast, identifying problems and opportunities for improvement as and when resources permit.
- 1.39 City Challenge Programme. Wirral was one of the successful "pacemaker" Authorities for City Challenge funding. A comprehensive five-year programme of initiatives is now well established in partnership with the private sector and local community groups in the central and north Birkenhead and south Wallasey areas.
- 1.40 Waste Management Strategy and Plan for Recycling. The Council has adopted a waste management strategy in December 1992, which is reflected in the waste management section of the UDP. The Plan for Recycling identifies opportunities and further studies for the Council's statutory duty to achieve recycling of 25% of municipal waste by the end of the century.

#### NATIONAL AND REGIONAL CONTEXT

- 1.41 The UDP is produced in the light of national and regional planning policies. This is a requirement of the legislation, and the UDP, therefore, takes account of:
- Legislation and White Papers, such as the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, and "This Common Inheritance", published during 1990;
  - Relevant Statutory Instruments
  - Planning and Minerals Policy Guidance Notes
  - Relevant Government Circulars
  - Advice to the Secretary of State from the North West Regional Association on North West Regional Planning Guidance
  - Strategic Planning Guidance for Merseyside (PPG11, 1988)

## STRATEGIC PLANNING GUIDANCE FOR MERSEYSIDE - SUMMARY OF MAIN REQUIREMENTS

- 1.42 Strategic Planning Guidance for Merseyside was published by the Secretary of State for the Environment in August 1988. The main requirements are summarised in the following paragraphs.
- 1.43 Revitalising the sub-regional economy in general and promoting urban regeneration in particular are key objectives for Merseyside (paragraph 2).
- 1.44 UDPs should be based on a realistic assessment of economic demand, and of the public and private sector resources likely to be available to meet it. As far as possible UDPs should allocate sufficient industrial and commercial land to provide a wide choice of size, type and location of site (paragraph 3).
- 1.45 UDPs should be clear and succinct, and should facilitate development as well as protecting the environment (paragraph 4).
- 1.46 Wirral's UDP should provide for a basic requirement of 9,500 new dwellings between April 1986 and March 2001 (paragraph 6).
- 1.47 The main objectives of the Merseyside Green Belt are to check urban sprawl, safeguard valuable countryside and assist urban regeneration. There is no need for a general review of the Green Belt, but the preparation of UDPs provides the opportunity to give precision to the detailed boundaries of the Green Belt where those have not yet been clearly defined (paragraph 8).
- 1.48 Councils should plan to make full use of land within the existing built-up area, especially through bringing back into use neglected or derelict land. Such development as cannot be catered for within the present built-up area should be located in areas not covered by Green Belts. Alterations to Green Belt boundaries should be considered only when it can be clearly demonstrated that an area of land within the existing Green Belt boundary no longer makes a significant contribution to the objectives of the Green Belt (paragraph 9).
- 1.49 Established conservation policies in Merseyside should be given special attention in UDPs (paragraph 10).
- 1.50 The Councils should consider measures to foster diversification of the rural economy (paragraph 11).
- 1.51 The development of tourism is important for Merseyside not least in relation to urban regeneration. UDPs should safeguard existing tourism assets and promote new tourism development opportunities through their UDPs (paragraph 13).
- 1.52 Existing town centres should continue to be the main focus for the provision of shopping facilities (paragraph 15).



- 1.53 UDPs should show where there are presumptions for and against mineral working, and introduce or retain safeguards against sterilisation of important mineral resources by other forms of development (paragraph 21).
- 1.54 UDPs should have regard to the policies of the Merseyside Waste Disposal Plan. They should indicate areas suitable and not suitable for new opportunities for landfill, and set out criteria for assessing the land use and environmental implications of proposals (paragraph 22).
- 1.55 Good road and rail communications are essential to the success of Merseyside. UDPs should define their main road network and identify proposed new links and major improvements (paragraphs 23, 24).
- 1.56 Ready access by public transport to jobs and shops and for recreation is important. UDPs should allow for improvements to public transport. Cross-river transport links are also vital for Merseyside (paragraphs 26, 27).
- 1.57 The port complexes within and adjoining Merseyside are key features in the sub-regional economy (paragraph 29).
- 1.58 There will be a need to monitor a changing situation. Councils should pay particular attention to:
- the scale and pace of urban regeneration;
  - trends in the factors affecting housing provision in the County;
  - the success of the Green Belt in restricting the outward growth of the built-up areas and re-directing development to inner city areas;
  - the effects of shopping development outside existing centres on the shopping and other functions of those centres and on the shopping public (paragraph 32).

#### THE LOCAL CONTEXT

- 1.59 The UDP will replace all existing policy planning documents, eg The Merseyside Structure Plan, Merseyside Green Belt Plan and the 'old style' Development Plans.
- 1.60 The policies and proposals of the UDP are therefore formulated to take account of the local planning context. The following Development Plans of adjoining Local Authorities' have been taken into account in the UDP:
- Cheshire Replacement Structure Plan 1993
  - Ellesmere Port and Neston Local Plan (excluding Mersey Marshes Local Plan) 1994
  - Clwyd Replacement Structure Plan - Draft for Consultation 1994

- Delyn Borough Local Plan 1993
  - Sefton MBC Unitary Development Plan - Deposit Draft 1991
  - Liverpool City Council Unitary Development Plan - Draft for Consultation 1994.
- 1.61 A number of other local initiatives or agencies are also reflected within the UDP:
- 1.62 The North West Regional Association. A consortium of all Local Authorities in the region. It has already commissioned a North West Economic Strategy and a Regional Transport Strategy, and is instrumental in the preparation of Regional Planning Guidance which will guide the longer term plan making process.
- 1.63 The Merseyside Development Corporation. Established in 1981 and substantially extended in area in 1988, the Corporation has published Development Strategies for its areas of responsibility in Birkenhead and New Brighton. Although not a statutory plan-making body, the legislation requires the UDP to take account of the Corporation's plans and proposals.
- 1.64 Merseyside Strategic Sites and Premises Study. This was commissioned by the Merseyside Authorities' to identify employment sites of sub-regional significance for attracting employment-generating investments. One such site within Wirral's UDP area is so identified.
- 1.65 Merseyside Integrated Transport Study. The intention of this study has been to produce an integrated land use and transport strategy over a twenty year period, in order to aid the realisation of economic growth.
- 1.66 Above all, the UDP is a plan for people. A wide range of community groups were consulted at the draft Plan stage, and many of their comments have been incorporated into the Plan. The Council recognises that for urban regeneration to succeed, there needs to be co-ordinated action involving the Council, the private sector and all sectors of the community acting in partnership. The way forward in this respect has been pioneered in Wirral's City Challenge initiative, where close co-operation between the Council and two organisations ensures full community involvement. These organisations are:
- The Wirral Investment Network - consisting of representatives of industrial concerns within Wirral
  - The Community Action Network - consisting of representatives of community groups within the City Challenge area, and also those with a wider remit within the Borough

## RESOURCES

- 1.67 The UDP is required to have regard to the resources likely to be available. It is therefore based on a realistic assessment of economic demand, and of the public and private sector resources likely to be available to meet it, although precise estimates cannot be made to the year 2001.
- 1.68 The UDP recognises the constraints on Council finances through its main spending programmes, although it will seek to progress its aims and objectives as far as possible within these constraints. In addition, the following urban regeneration initiatives are taken account of:
- City Challenge - £37.5 million between 1992 and 1997
  - Merseyside Development Corporation programmes
  - Urban Programme allocations (Single Regeneration Budget from 1995)
  - Urban Partnership allocations
  - Additional support for Housing Investment and Estate Action
  - Derelict Land Grant - approximately £5 million
  - Transport Supplementary Grant - approximately £18 million
  - Objective One status (EU - from January 1994)
  - Urban Regeneration Agency (English Partnerships)
  - Forthcoming National Environment Agency
- 1.69 Urban regeneration cannot succeed without substantial levels of private sector investment. The purpose of the above funding regimes, together with the Council's main spending programmes, is to provide infrastructure and environmental improvements in the priority areas, in order to attract private investment to revitalise the areas suffering the worst economic, environmental and social conditions. Partnership with the private sector and the local communities is therefore a key ingredient.

## MONITORING

- 1.70 Strategic Guidance requires that the policies and proposals of the UDP should be monitored throughout the Plan period. In particular, the Council will monitor progress of the following:
- the scale and pace of urban regeneration
  - trends in the factors affecting housing provision
  - the success of the Green Belt in restricting the outward growth of the built up area and redirecting development to the urban area
  - the effects of shopping development outside existing centres on the shopping and other functions of those centres and on the shopping public
  - the take-up of industrial land

- 1.71 Monitoring is essential to test the continuing validity of the policies and proposals in the UDP. In addition to the priorities outlined above, of particular concern is the maintenance and enhancement of environmental quality. To this end, policies and proposals will be subject to environmental audit, and the monitoring process will continue to test the Borough's quality of environment by this means.

#### SUSTAINABILITY

- 1.72 Throughout the UDP, both the overall strategy and the individual policies and proposals are formulated to be compatible with the principles of sustainable development. In particular, the urban regeneration strategy emphasises sustainable development by:
- providing new homes and other buildings within the built-up area and thus respecting the needs of food production and environmental objectives;
  - using already-developed areas in the most efficient way, whilst making them more attractive places to live and work;
  - conserving the natural resources of wildlife and landscape, with particular emphasis on safeguarding those identified as being of special interest or national and international importance; and
  - concentrating new development and thereby minimising the use of energy consumption by reducing travel distances.



## 2. URBAN REGENERATION

### THE GUIDING PRINCIPLE FOR THE UDP

- 2.1 Strategic Planning Guidance for Merseyside specifically identifies the promotion of urban regeneration as a key objective for the UDP. The policies and proposals within the UDP taken together are designed to address, in land-use terms, the objectives of urban regeneration which include:
- concentrating new building and investment within the existing built-up area;
  - restraining building at the fringe of the urban area;
  - treating for redevelopment derelict or vacant land;
  - concentrating resources to upgrade and replace obsolete urban fabric;
  - fostering private investment;
  - providing a lasting improvement to the local environment; and
  - developing and enhancing existing and new public and community facilities.
- 2.2 Urban regeneration is a long-term strategy for physical, economic and environmental revitalisation of the Borough, and particularly those parts experiencing the most disadvantage. It is a corporate strategy dealing with the social and economic fabric of Wirral, as well as its physical condition. The main justification for this emphasis is that in a substantially built-up area, any other development strategy would represent a serious waste of past levels of investment and existing infrastructure.
- 2.3 The Urban Regeneration Strategy has been followed in Wirral since the late 1970's and was formally expressed within the Merseyside Structure Plan. The UDP provides another opportunity to focus attention and give urban regeneration a realistic local expression within land-use planning policy.
- 2.4 The Strategy has strong support both locally and nationally. This is reflected by the wide range of initiatives and organisations operating within the Borough. These include Merseyside Development Corporation, Government Office on Merseyside, Wirral Task Force (DTI), City Challenge Initiative, Objective One status, Urban Programme, Urban Partnership, City Grant, Derelict Land Grant and Assisted Area status. It is sensible to pursue the Strategy in order that past achievements and investments can be consolidated and expanded.
- 2.5 Urban regeneration does not imply retaining the existing urban fabric at all costs, except where Wirral's heritage is threatened. Nevertheless, whilst large areas of land within the urban areas remain vacant and underused there is little justification for developing new greenfield sites outside the existing built-up area. The emphasis of the Strategy is, therefore, to put the heart back into run down areas which are not reaching their full potential, whether

they be industrial heartlands, housing areas or parks and open spaces. In this sense the Urban Regeneration Strategy embraces all sections of the UDP, providing the basis upon which the policies and proposals are formulated and directing the way in which they will be implemented.

- 2.6 Policies of development restraint outside the urban areas are of vital importance in directing development and investment to the areas of greatest need. Such policies are contained within the UDP, with particular emphasis given to maintaining a "tight" Green Belt in Wirral. It is through the dual approach of establishing priority areas for investment and operating restraint outside the urban areas that the Urban Regeneration Strategy can be successful.

### PRIORITY AREAS

- 2.7 Priority areas for urban renewal have justifiably remained unchanged since the late 1970's. They comprise the designated Inner Urban Area and the Outer Council Estates. Whilst not all parts of these areas may suffer from reduced social or environmental standards, the boundaries have been drawn to include the main areas of the Borough where social and environmental conditions are poorest and where older urban fabric is in most need of renewal. Urban regeneration is not a short-term goal but a long-term commitment. In many areas action needs to be continued if the benefits of past improvements are to be sustained.
- 2.8 The priority area approach is not intended to totally preclude action or investment outside designated areas. Indeed, carefully controlled development outside the areas can often directly support local improvements by providing jobs, contributing to a general buoyancy in the economy or by providing facilities that could not reasonably be provided elsewhere.

### TARGET AREAS

- 2.9 If resources are spread too thinly, there is a danger that action to tackle problems will be insufficient and therefore ineffective. Therefore, the Council has set further priorities and timescales in terms of target areas within the priority areas. By concentrating investment within these smaller areas, problems of deprivation can be tackled systematically to foster confidence and generate momentum.
- 2.10 In addition to the designated areas of the Merseyside Development Corporation, the Council will continue to designate Neighbourhood Renewal Areas, under the Local Government and Housing Act 1989. Within these Areas, action to tackle a range of housing, environmental, employment and social problems will be undertaken using a wide range of public spending programmes.

- 2.11 Furthermore, the Council has also identified special initiative areas for extra investment, supplemented by the City Challenge Initiative for central and north Birkenhead and south Wallasey. Taken together, these areas comprise the target areas for public expenditure throughout the UDP period within the Urban Regeneration Strategy.

#### PLANNING OBLIGATIONS

- 2.12 The use of planning obligations through legal agreements with developers, entered into under Section 106 of the Town and Country Planning Act 1990, should be applied in support of the Urban Regeneration Strategy. There is scope for achieving local benefits through this procedure. The UDP, however, cannot be prescriptive. The Local Planning Authority will seek such agreements in appropriate circumstances and Policy URN2, which can be found in Section 4 of the Plan, sets out the Council's general approach.
- 2.13 It must be recognised, however, that there are not likely to be many opportunities to secure planning gains on the scale being offered in other parts of the Country where the development industry is more robust. Similarly, the opportunities for unilateral undertakings by a developer will be severely limited.





**3. PART ONE POLICIES**

**GENERAL PRINCIPLES AND URBAN REGENERATION  
(PART TWO SECTION 4)**

**POLICY URN1 - DEVELOPMENT AND URBAN REGENERATION**

**IN CONSIDERING DEVELOPMENT PROPOSALS, THE LOCAL PLANNING AUTHORITY WILL BE GUIDED BY THE GENERAL PRINCIPLES OF THE URBAN REGENERATION STRATEGY. IN PARTICULAR, THE LOCAL PLANNING AUTHORITY WILL BE CONCERNED TO ENSURE THAT:**

- (i) FULL AND EFFECTIVE USE IS MADE OF LAND WITHIN THE URBAN AREAS;**
- (ii) NEGLECTED, UNUSED OR DERELICT LAND OR BUILDINGS ARE BROUGHT INTO USE;**
- (iii) THE NEED FOR NEW SERVICES IS MINIMISED BY PROMOTING THE USE OF SPARE CAPACITY IN EXISTING SERVICES;**

**WHILST:**

- (iv) THE FOLLOWING TYPES OF LAND OR BUILDINGS ARE PROTECTED FROM INAPPROPRIATE DEVELOPMENT:**

- SITES IN THE APPROVED GREEN BELT;**
- THE BEST AND MOST VERSATILE AGRICULTURAL LAND AND VIABLE FARM HOLDINGS;**
- AREAS OF SPECIAL LANDSCAPE VALUE;**
- SITES OF ECOLOGICAL OR NATURE CONSERVATION IMPORTANCE;**
- SITES IDENTIFIED AS URBAN GREENSPACE OR GREENSPACE FEATURES WITHIN OTHER SITES;**
- SITES CURRENTLY REQUIRED FOR RECREATIONAL PURPOSES**
- LISTED BUILDINGS;**
- OTHER BUILDINGS OR FEATURES OF ARCHITECTURAL OR HISTORIC INTEREST; AND**
- CONSERVATION AREAS.**

(The Reasoned Justification for this Policy can be found in Part Two on page 35).

**POLICY URN2 - PLANNING AGREEMENTS FOR URBAN REGENERATION**

**IN APPROPRIATE CIRCUMSTANCES, THE LOCAL PLANNING AUTHORITY WILL SEEK TO NEGOTIATE PLANNING OBLIGATIONS THROUGH AGREEMENTS WITH DEVELOPERS UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990, WHERE SUCH AGREEMENTS MAY ASSIST IN SECURING THE BEST USE OF LAND, DESIRABLE COMMUNITY BENEFITS AND A PLANNED, SUSTAINABLE ENVIRONMENT.**

(The Reasoned Justification for this Policy can be found in Part Two on page 36).

**ECONOMY AND EMPLOYMENT (PART TWO SECTION 5)**

**POLICY EMP1 - PROVISION OF EMPLOYMENT LAND**

**A TOTAL OF 185.0 HECTARES OF LAND WILL BE ALLOCATED FOR EMPLOYMENT USES. THIS IS MADE UP OF THE FOLLOWING:**

- (i) TWO SPECIAL DEVELOPMENT OPPORTUNITY SITES IN THE BIRKENHEAD AREA TOTTALLING 63.8 HECTARES;**
- (ii) 99.0 HECTARES FOR GENERAL EMPLOYMENT USES PRINCIPALLY IN THE BIRKENHEAD/ WALLASEY/ BROMBOROUGH AREAS; AND**
- (iii) 21.6 HECTARES FOR THE EXPANSION OF EXISTING FIRMS.**

(The Reasoned Justification for this Policy can be found in Part Two on page 39)

**HOUSING (PART TWO SECTION 6)**

**POLICY HSG1 - NEW DWELLING REQUIREMENT**

**THE LOCAL PLANNING AUTHORITY WILL ENSURE THAT 10,500 NEW DWELLINGS CAN BE PROVIDED IN THE PERIOD APRIL 1986 TO MARCH 2001**

(The Reasoned Justification for this Policy can be found in Part Two on page 53)

**POLICY HSG2 - AFFORDABLE HOUSING**

**WHERE APPROPRIATE, THE LOCAL PLANNING AUTHORITY WILL NEGOTIATE WITH DEVELOPERS AND HOUSING ASSOCIATIONS, TO ENCOURAGE THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING, ON SITES ALLOCATED FOR NEW HOUSING DEVELOPMENT AND ON SITES NOT ALLOCATED BUT WHICH COME FORWARD FOR DEVELOPMENT. THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT SUCH NEGOTIATED AFFORDABLE HOUSING IS RESERVED FOR THOSE MOST IN NEED THROUGH THE USE OF LEGAL AGREEMENTS.**

(The Reasoned Justification for this Policy can be found in Part Two on page 63)

**GREEN BELT (PART TWO SECTION 7)**

**POLICY GBT1 - GREEN BELT BOUNDARIES**

**THERE WILL BE AN AREA OF GREEN BELT IN WIRRAL. ITS BOUNDARIES ARE AS SHOWN ON THE PROPOSALS MAP.**

(The Reasoned Justification for this Policy can be found in Part Two on page 77)

**URBAN GREENSPACE (PART TWO SECTION 8)**

**POLICY GRE1 - THE PROTECTION OF URBAN GREENSPACE**

THE LOCAL PLANNING AUTHORITY WILL REGULATE THE SUPPLY AND DISTRIBUTION OF ACCESSIBLE PUBLIC OPEN SPACE AND OTHER LAND WITH AMENITY VALUE BY PROTECTING A NETWORK OF OPEN SPACES WHICH ARE CLOSE TO WHERE PEOPLE LIVE, LOCATED WITHIN A COMFORTABLE WALKING DISTANCE FROM THEIR HOMES, AND WHICH PROVIDE FOR A RANGE OF RECREATIONAL OPPORTUNITIES WITHIN EACH AREA OF THE BOROUGH.

WITHIN THE URBAN AREA THE LOCAL PLANNING AUTHORITY WILL IN PARTICULAR PROTECT FROM INAPPROPRIATE DEVELOPMENT:

- (i) AREAS OF MATURE PARKLAND;
- (ii) AREAS SUITABLE TO ACCOMMODATE A RANGE OF FORMAL OR INFORMAL RECREATIONAL PURSUITS, INCLUDING PITCH SPORTS;
- (iii) LINEAR PARKS AND WALKWAYS GIVING OFF-ROAD ACCESS BY FOOT THROUGH THE URBAN AREA OR LINKING URBAN OPEN SPACES; AND
- (iv) AREAS OF VISUAL IMPORTANCE TO THE LOCALITY OR WIDER AREA (WITH OR WITHOUT DIRECT PUBLIC ACCESS).

(The Reasoned Justification for this Policy can be found in Part Two on page 87)

**SPORT AND RECREATION (PART TWO SECTION 9)**

**POLICY REC1 - PRINCIPLES FOR SPORT AND RECREATION**

NEW FACILITIES FOR SPORT AND RECREATION WILL BE DIRECTED TOWARDS THE EXISTING URBAN AREA AND TO LOCATIONS WHERE THEY ARE EASILY ACCESSIBLE BY PUBLIC TRANSPORT. OUTSIDE THE URBAN AREAS PROVISION WILL BE RESTRICTED TO FACILITIES FOR OUTDOOR SPORT AND OUTDOOR RECREATION WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND TO FACILITIES WHICH CAN BE ACCOMMODATED WITHIN AN EXISTING BUILDING.

THE LOCAL PLANNING AUTHORITY WILL IN PARTICULAR SEEK TO SAFEGUARD EXISTING FACILITIES OF WIRRAL WIDE IMPORTANCE FOR SPORT AND THE DISTRIBUTION OF FACILITIES CAPABLE OF PROVIDING FOR TOP LEVEL SPORTING COMPETITION.

(The Reasoned Justification for this Policy can be found in Part Two on page 103)

## **TOURISM AND LEISURE (PART TWO SECTION 10)**

### **POLICY TLR1 - PRINCIPLES FOR TOURISM DEVELOPMENT**

**PROPOSALS FOR TOURIST ATTRACTIONS AND VISITOR FACILITIES SHOULD BE DIRECTED TOWARDS URBAN AREAS OUTSIDE THE PRIMARILY RESIDENTIAL AREA, AND ESPECIALLY TO:**

- (i) THE EXISTING RESORTS OF NEW BRIGHTON AND WEST KIRBY;**
- (ii) THE CENTRAL AND COMMERCIAL AREAS OF BIRKENHEAD; AND**
- (iii) LAND ALONG THE WIRRAL WATERFRONT AND IN OTHER URBAN COASTAL LOCATIONS.**

**TOURIST ATTRACTIONS AND VISITOR FACILITIES OUTSIDE THE URBAN AREAS WILL BE RESTRICTED TO FACILITIES WHICH CAN BE ACCOMMODATED WITHIN AN EXISTING BUILDING AND TO USES OF OPEN LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT.**

(The Reasoned Justification for this Policy can be found in Part Two on page 117)

## **HERITAGE AND CONSERVATION (PART TWO SECTION 11)**

### **POLICY CHO1 - THE PROTECTION OF HERITAGE**

**IN CONSIDERING ALL DEVELOPMENT PROPOSALS THE LOCAL PLANNING AUTHORITY WILL PAY PARTICULAR ATTENTION TO THE PROTECTION OF:**

- (i) BUILDINGS, STRUCTURES AND OTHER FEATURES OF RECOGNISED ARCHITECTURAL OR HISTORIC IMPORTANCE;**
- (ii) HISTORIC AREAS OF DISTINCTIVE QUALITY AND CHARACTER; AND**
- (iii) IMPORTANT ARCHAEOLOGICAL SITES AND MONUMENTS.**

**PROPOSALS WHICH WOULD SIGNIFICANTLY PREJUDICE THESE OBJECTIVES WILL NOT BE PERMITTED.**

(The Reasoned Justification for this Policy can be found in Part Two on page 131)

## **AGRICULTURE (PART TWO SECTION 12)**

### **POLICY AGR1 - THE PROTECTION OF AGRICULTURE**

**IN CONSIDERING PROPOSALS FOR DEVELOPMENT ON AGRICULTURAL LAND THE LOCAL PLANNING AUTHORITY WILL SEEK TO PREVENT:**

- (i) THE LOSS OF WIRRAL'S BEST AND MOST VERSATILE AGRICULTURAL LAND;**
- (ii) THE SEVERANCE OR FRAGMENTATION OF A FARM HOLDING;**

**(iii) UNACCEPTABLE NUISANCE OR DISTURBANCE TO EXISTING AGRICULTURAL ENTERPRISE.**

**WHERE DEVELOPMENT ON THE BEST AND MOST VERSATILE AGRICULTURAL LAND IS UNAVOIDABLE SUCH DEVELOPMENT SHOULD BE DIRECTED TO THE LOWEST POSSIBLE GRADE.**

(The Reasoned Justification for this Policy can be found in Part Two on page 155)

### **NATURE CONSERVATION (PART TWO SECTION 13)**

#### **POLICY NCO1 - PRINCIPLES FOR NATURE CONSERVATION**

**THE LOCAL PLANNING AUTHORITY WILL ONLY PERMIT PROPOSALS WHICH WILL NOT ADVERSELY AFFECT, DIRECTLY OR INDIRECTLY, THE INTEGRITY OF THE BOROUGH'S INTERNATIONAL, NATIONAL AND LOCALLY DESIGNATED SITES FOR NATURE CONSERVATION AND EARTH SCIENCE. IN CONSIDERING THE WEIGHT TO BE ATTACHED TO NATURE CONSERVATION OR EARTH SCIENCE ISSUES WHEN ASSESSING PLANNING APPLICATIONS, THE LOCAL PLANNING AUTHORITY WILL HAVE REGARD TO THE RELATIVE SIGNIFICANCE WITHIN WIRRAL OF INTERNATIONAL, NATIONAL AND LOCAL NATURE CONSERVATION DESIGNATIONS.**

**WHEREVER POSSIBLE, NETWORKS OF LINEAR NATURAL HABITAT AND OTHER CORRIDORS OF IMPORTANCE TO WILDLIFE WILL ALSO BE RETAINED AND PROTECTED.**

(The Reasoned Justification for this Policy can be found in Part Two on page 165)

### **LANDSCAPE (PART TWO SECTION 14)**

#### **POLICY LAN1 - PRINCIPLES FOR LANDSCAPE**

**IN CONSIDERING PROPOSALS FOR DEVELOPMENT, THE LOCAL PLANNING AUTHORITY WILL HAVE REGARD TO THE VISUAL IMPACT UPON THE LOCAL AND WIDER LANDSCAPE AND WILL IN PARTICULAR:**

- (i) PROTECT LANDSCAPES OF SPECIAL CHARACTER, IDENTIFIED AS AREAS OF SPECIAL LANDSCAPE VALUE; AND**
- (ii) PROMOTE THE IMPROVEMENT AND ENHANCEMENT OF DAMAGED LANDSCAPES, IDENTIFIED AS AREAS REQUIRING LANDSCAPE RENEWAL.**

**PROPOSALS WILL NOT BE PERMITTED WHERE THEIR VISUAL IMPACT WOULD BE INAPPROPRIATE, IN TERMS OF THE CHARACTER, APPEARANCE AND LANDSCAPE SETTING OF THE SURROUNDING AREA.**

(The Reasoned Justification for this Policy can be found in Part Two on page 179)

**TRANSPORT (PART TWO SECTION 15)**

**POLICY TRT1 - PROVISION FOR PUBLIC TRANSPORT**

**IN CONSIDERING DEVELOPMENT PROPOSALS, THE LOCAL PLANNING AUTHORITY WILL GIVE EMPHASIS TO THE FOLLOWING KEY CONSIDERATIONS:**

- (i) THE NEED TO MAKE BEST USE OF EXISTING TRANSPORT FACILITIES;**
- (ii) THAT WHERE APPROPRIATE, ADEQUATE PHYSICAL PROVISION IS MADE FOR PUBLIC TRANSPORT SERVICES AND FACILITIES WITHIN NEW DEVELOPMENTS; AND**
- (iii) THAT THE DEVELOPMENT WOULD NOT PREJUDICE ANY PROPOSALS FOR DEVELOPMENT OF PUBLIC TRANSPORT SERVICES OR FACILITIES.**

(The Reasoned Justification for this Policy can be found in Part Two on page 189)

**POLICY TRT2 - SAFEGUARDING LAND FOR HIGHWAY SCHEMES**

**THE LOCAL PLANNING AUTHORITY WILL SAFEGUARD THE LAND REQUIRED FOR NEW HIGHWAY SCHEMES AND PROPOSED HIGHWAY IMPROVEMENT SCHEMES AND WILL NOT GRANT PERMISSION FOR ANY DEVELOPMENT WHICH WOULD PREJUDICE THEIR IMPLEMENTATION.**

(The Reasoned Justification for this Policy can be found in Part Two on page 192)

**POLICY TRT3 - TRANSPORT AND THE ENVIRONMENT**

**IN ASSESSING THE ENVIRONMENTAL IMPACT OF TRANSPORT INFRASTRUCTURE AND PROPOSALS, THE LOCAL PLANNING AUTHORITY WILL PAY PARTICULAR ATTENTION TO THE FOLLOWING:**

- (i) MAIN TRANSPORT CORRIDORS;**
- (ii) THE DESIGN OF NEW HIGHWAY SCHEMES AND HIGHWAY IMPROVEMENT SCHEMES;**
- (iii) REDUCING UNNECESSARY TRAFFIC IN ENVIRONMENTALLY SENSITIVE OR PRIMARILY RESIDENTIAL AREAS;**
- (iv) PARKING AND SERVICING ARRANGEMENTS;**
- (v) MINIMISING VEHICULAR - PEDESTRIAN CONFLICT;**
- (vi) MEETING THE NEEDS OF CYCLISTS;**
- (vii) SECURING ACCESS FOR DISABLED PEOPLE;**
- (viii) MINIMISING NOISE, VISUAL IMPACT AND AIR POLLUTION; AND**
- (ix) MINIMISING THE NEED TO TRAVEL.**

(The Reasoned Justification for this Policy can be found in Part Two on page 194)

## SHOPPING (PART TWO SECTION 16)

### **POLICY SHO1 - PRINCIPLES FOR NEW RETAIL DEVELOPMENT**

**IN CONSIDERING PROPOSALS FOR NEW RETAIL DEVELOPMENT, THE LOCAL PLANNING AUTHORITY WILL SEEK TO SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF KEY TOWN CENTRES, TRADITIONAL SUBURBAN CENTRES AND OTHER SHOPPING PROVISION IN THE BOROUGH AND ENSURE THAT PEOPLE HAVE EASY ACCESS BY A CHOICE OF TRANSPORT MODES TO A WIDE RANGE OF SHOPPING PROVISION.**

(The Reasoned Justification for this Policy can be found in Part Two on page 203)

## WASTE MANAGEMENT (PART TWO SECTION 17)

### **POLICY WMT1 - LANDFILL PROVISION**

**THE LOCAL PLANNING AUTHORITY RECOGNISES THAT LANDFILL CAPACITY WILL BE REQUIRED FOR THE FORESEEABLE FUTURE AND HAS IDENTIFIED SUFFICIENT LANDFILL CAPACITY TO ACCOMMODATE LANDFILL NEEDS WITHIN THE BOROUGH DURING THE PLAN PERIOD, WITHIN THE CONTEXT OF THE BOROUGH COUNCIL'S WASTE DISPOSAL STRATEGY.**

(The Reasoned Justification for this Policy can be found in Part Two on page 219)

### **POLICY WMT2 - RECYCLING AND RE-USE OF WASTE MATERIALS**

**THE LOCAL PLANNING AUTHORITY IS FAVOURABLY DISPOSED TOWARDS PROPOSALS FOR WASTE TREATMENT FACILITIES WHICH COMPRISE RECYCLING AND RE-USE OF WASTE MATERIALS, SUBJECT TO ADEQUATE ENVIRONMENTAL SAFEGUARDS AND TRANSPORT CONSIDERATIONS.**

(The Reasoned Justification for this Policy can be found in Part Two on page 224)

## MINERALS (PART TWO SECTION 18)

### **POLICY MIN1 - MAINTAINING MINERALS SUPPLY**

**THE LOCAL PLANNING AUTHORITY, IN CONJUNCTION WITH THE OTHER MERSEYSIDE METROPOLITAN DISTRICTS, WILL ENDEAVOUR TO MAINTAIN A LANDBANK OF RESERVES OF SAND, GRAVEL AND CRUSHED ROCK, WITH PLANNING PERMISSION, EQUIVALENT TO AT LEAST SEVEN YEARS EXTRACTION, AND ALSO MAINTAIN ITS CONTRIBUTION TO MEETING ITS SHARE OF THE AGGREGATES DEMAND IN THE REGION, ON THE ADVICE OF THE NORTH WEST AGGREGATES WORKING PARTY, UNLESS EXCEPTIONAL CIRCUMSTANCES PREVAIL, IN ACCORDANCE WITH NATIONAL GUIDANCE.**

(The Reasoned Justification for this Policy can be found in Part Two on page 233)



**POLICY MIN2 - SAFEGUARDING MINERAL RESERVES**

**THE LOCAL PLANNING AUTHORITY, WHERE PRACTICAL, WILL SAFEGUARD MINERAL RESERVES. IT WILL REFUSE PLANNING PERMISSION FOR SURFACE DEVELOPMENT WHICH WOULD PREVENT MINERAL EXTRACTION, OR WILL PERMIT EXTRACTION OF THE MINERAL PRIOR TO SURFACE DEVELOPMENT COMMENCING.**

(The Reasoned Justification for this Policy can be found in Part Two on page 233)

**POLICY MIN3 - RESTORATION AND AFTERCARE OF MINERAL EXTRACTION SITES**

**THE LOCAL PLANNING AUTHORITY WILL ENFORCE AN AGREED SET OF RESTORATION AND AFTERCARE CONDITIONS FOR MINERAL EXTRACTION SITES IN ACCORDANCE WITH AN AGREED AFTERUSE WHICH IS COMPATIBLE WITH THE ENVIRONMENT SURROUNDING THE SITE.**

(The Reasoned Justification for this Policy can be found in Part Two on page 234)

**WATER (PART TWO SECTION 19)**

**POLICY WAT1 - FLUVIAL AND TIDAL FLOODING**

**PLANNING PERMISSION WILL ONLY BE GRANTED FOR NEW DEVELOPMENT WHICH WOULD NOT BE AT RISK FROM FLUVIAL OR TIDAL FLOODING, OR WHICH WOULD NOT INCREASE THESE RISKS TO OTHER DEVELOPMENTS.**

(The Reasoned Justification for this Policy can be found in Part Two on page 241)

**POLICY WAT2 - PROTECTION OF THE WATER ENVIRONMENT**

**WHERE APPROPRIATE AND PARTICULARLY IN VULNERABLE AREAS, THE LOCAL PLANNING AUTHORITY WILL IMPOSE LAND-USE PLANNING CONTROLS AND OBLIGATIONS DIRECTED AT THE PREVENTION OF THE POLLUTION OF WATERCOURSES AND GROUNDWATER.**

(The Reasoned Justification for this Policy can be found in Part Two on page 243)

**COASTAL ZONE (PART TWO SECTION 20)**

**POLICY COA1 - PRINCIPLES FOR THE COASTAL ZONE**

**THERE WILL BE A COASTAL ZONE IN WIRRAL. IT'S BOUNDARIES ARE AS SHOWN ON THE PROPOSALS MAP. WITHIN THE COASTAL ZONE PROPOSALS FOR DEVELOPMENT WILL HAVE TO SATISFY ADDITIONAL DEVELOPMENT CONTROL CRITERIA RELATED TO:**

- (i) PRESERVING AND ENHANCING THE CHARACTER OF THE COAST, IN PARTICULAR, IT'S NATIONAL AND INTERNATIONAL IMPORTANCE FOR NATURE CONSERVATION AND THE QUALITY OF THE COASTAL LANDSCAPE;
- (ii) DIRECTING DEVELOPMENT APPROPRIATE TO THE COASTAL ZONE TO THE DEVELOPED COAST;
- (iii) PROVISION FOR APPROPRIATE AND ENVIRONMENTALLY SUSTAINABLE TOURISM AND RECREATION, AND (WITHIN THE DEVELOPED COAST) EMPLOYMENT DEVELOPMENT; AND
- (iv) THE NEED TO IMPROVE THE QUALITY OF BATHING AND COASTAL WATERS.

(The Reasoned Justification for this Policy can be found in Part Two on page 247)

#### **POLLUTION AND HAZARDS (PART TWO SECTION 21)**

##### **POLICY POL1 - RESTRICTIONS FOR POLLUTING AND HAZARDOUS USES**

THE LOCAL PLANNING AUTHORITY WILL RESTRICT POTENTIALLY POLLUTING OR HAZARDOUS DEVELOPMENT TO LOCATIONS THAT WILL NOT COMPROMISE PUBLIC SAFETY; RESULT IN LOSS OF AMENITY; OR CAUSE HARM TO THE NATURE CONSERVATION INTEREST, RECREATIONAL VALUE, TOURIST POTENTIAL OR LANDSCAPE QUALITY OF WIRRAL'S COUNTRYSIDE, COAST OR ESTUARIES.

THE INTRODUCTION OF NEW DEVELOPMENT OR LAND-USES CLOSE TO EXISTING HAZARDOUS OR POLLUTING ACTIVITIES SHOULD NOT COMPROMISE PUBLIC SAFETY OR THE INTEGRITY OR EFFECTIVENESS OF EXISTING POLLUTION OR HAZARD CONTROLS.

(The Reasoned Justification for this Policy can be found in Part Two on page 259)

#### **TELECOMMUNICATIONS (PART TWO SECTION 22)**

##### **POLICY TEL1 - PRINCIPLES FOR TELECOMMUNICATIONS**

PROPOSALS FOR THE PROVISION OF TELECOMMUNICATIONS ANTENNAE AND ASSOCIATED APPARATUS WILL BE ASSESSED WITH REGARD TO THEIR SITING AND DESIGN; ENVIRONMENTAL IMPACT AND IMPACT ON THE AMENITY OF NEIGHBOURING USES; TO THE STRATEGIC REQUIREMENTS OF THE TELECOMMUNICATIONS NETWORK CONCERNED AND TO OTHER TECHNICAL CONSTRAINTS; AND SUBJECT TO THE OTHER POLICIES OF THE PLAN.

(The Reasoned Justification for this Policy can be found in Part Two on page 271)

**RENEWABLE ENERGY (PART TWO SECTION 23)**

**POLICY REN1 - PRINCIPLES FOR RENEWABLE ENERGY**

**RENEWABLE ENERGY PROPOSALS WILL BE ASSESSED WITH REGARD TO THEIR SITING AND DESIGN, ENVIRONMENTAL IMPACT AND IMPACT ON THE AMENITY OF NEIGHBOURING USES, SUBJECT TO THE OTHER POLICIES OF THE PLAN.**

(The Reasoned Justification for this Policy can be found in Part Two on page 275)