

SHLAA Ref	Strategic Parcel	Reduces physical separation Y/N	Removes physical separation Y/N	Location	Notes on separation impacts identified	Potential for Infill
511	SP045	N	N	SA8	Existing developed site which would not reduce the separation with an adjacent urban Settlement Area but could introduce additional development into the open countryside between Raby Drive (SA4) and the M53 Motorway.	Y
526	SP025	Y	N	Edge of SA5	As submitted, would reduce the separation between SA5 and SA3 in the M53 Corridor but would not reduce the existing minimum physical separation between Upton (SA5) and Suburban Birkenhead (SA3) if development was kept to the west of the footpath along the River Fender.	N
537	SP018	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional freestanding development into the open countryside between Moreton (SA5) and the north Wirral coast.	N
538	SP018	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional freestanding development into the open countryside between Moreton (SA5) and the north Wirral coast.	N
627	SP015	N	N	Edge of SA6	Would not reduce the separation with an adjacent urban Settlement Area but would reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area)	N
632	SP074	N	N	SA8	Previously developed backland site, largely enclosed by existing development in the Green Belt. Would introduce additional development between the rural villages of Thornton Hough and Raby but may have potential for infill development without any further impact on separation.	Y
637	SP021	N	N	Edge of SA5	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Leasowe and the north Wirral coast, to the north of Leasowe Road.	N
638	SP002	N	N	Edge of SA5	Former garden nursery largely enclosed by existing development in the Green Belt which would not reduce the existing minimum separation distance between SA5 and SA6 or between SA5 and the rural village of Saughall Massie.	Y
639	SP004	N	N	Edge of SA5	Would not reduce the existing separation between SA5 and SA6 or the existing minimum separation between Moreton and Saughall Massie	N
641	SP097	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional freestanding development into the open countryside between Heswall (SA7) and the Dee coast, to the west of the Wirral Way.	N
642	SP058	N	N	Enclosed by SA7	Would not reduce the separation with an adjacent urban Settlement Area	N

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643	SP097	N	N	SA8	Backland site to the rear of an existing developed area at Broad Lane which would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Lower Heswall (SA7) and the Dee coast, to the west of the Wirral Way. May, however, have potential for further infill development without any further impact on separation.	Y
644	SP097	N	N	SA8	Large field, enclosed by existing development in the Green Belt at Broad Lane, Sea Looms, Mostyn Avenue and the former Dee View Caravan Park. Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Heswall (SA7) and the Dee coast, to the west of the Wirral Way.	Y
648	SP045	Y	N	SA8	Would not reduce the existing minimum separation distance between SA4 and SA7 but would introduce additional development into the open countryside, to the west of Raby Hall and would reduce the separation between Raby Mere (SA4) and the rural villages of Thornton Hough and Raby.	N
649	SP045	N	N	Edge of SA4	Undeveloped field between the urban edge and Raby Hall, which would not reduce the existing minimum separation distances between SA4 and SA7 or SA4 and the rural villages of Thornton Hough or Raby.	N
650	SP047	N	N	Edge of SA4	Would not reduce the existing minimum separation distance between Eastham (SA4) and Willaston or between Eastham (SA4) and existing development in the Green Belt at Hooton (in adjoining Cheshire West and Chester).	N
738	SP027	Y	N	Edge of SA3	Land to the east of the Bidston-Wrexham railway line, which would reduce the physical separation between Bidston Moss (SA2), Suburban Birkenhead (SA3) and Leasowe (SA5) by 18% in the M53 Corridor.	N
740	SP005	N	N	Edge of SA5	Would not reduce the existing minimum separation distance between SA5 and SA6 but would further enclose the rural village of Saughall Massie from the north, which could affect the character, appearance and distinctiveness of Saughall Massie Conservation Area.	Y
741	SP002	Y	Y	SA8	Would not reduce the existing minimum separation distance between Settlement Areas 5 and the rural village of Saughall Massie (SA8) but would reduce the separation of the Village from the north which could impact on the character, appearance and distinctiveness of Saughall Massie Conservation Area.	N

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742	SP002	Y	N	Edge of SA6	Would reduce the physical separation between Meols (SA6) and Moreton (SA5) along Birkenhead Road.	N
856	SP065	N	N	SA8	Existing developed area in the Green Belt at Landican Village, to the north of Landican Lane, which may have potential for infill development without any further impact on separation.	Y
858	SP074	Y	Y	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would remove the physical separation between the rural village of Thornton Hough and existing development in the Green Belt along Raby Road, which could affect the rural character and local distinctiveness of Thornton Hough Conservation Area.	Y
860	SP076	Y	N	SA8	Would introduce additional development into the open countryside, to the north of the rural village of Thornton Hough, that would reduce the physical separation between Thornton Hough, the rural village of Brimstage and existing development in the Green Belt at Clatterbridge Hospital, which could affect the rural character and local distinctiveness of Thornton Hough Conservation Area.	N
861	SP065	N	N	SA8	Would not reduce the existing minimum separation distance with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the east of the rural village of Landican.	N
862	SP069	Y	N	SA8	Would introduce additional development into the open countryside, to the north and west of the rural village of Brimstage, that would reduce the physical separation between Brimstage and Heswall (SA7). Also includes part of the village, at Greenbank, which may have potential for infill development without any further impact on separation.	Y
863	SP077	N	N	SA8	Existing developed area in the Green Belt, at Brimstage, which may have potential for infill development without any further impact on separation.	Y
864	SP076	Y	N	SA8	Would introduce additional development into the open countryside, to the west of the rural village of Brimstage, that would reduce the physical separation between Brimstage and Heswall (SA4). Also includes part of the village, at Brimstage Hall, which may have potential for infill development without any further impact on separation.	Y

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865	SP076	Y	N	SA8	Would introduce large scale development into the open countryside, to the north, south and west of the existing developed area at Clatterbridge Hospital, which would reduce the physical separation between Poulton-Spital (SA4) and Heswall (SA7) and between Poulton-Spital (SA4) and the rural villages of Thornton Hough and Brimstage.	N
866	SP037	Y	N	SA8	Small site, adjacent to the existing Household Waste Recycling Centre at Clatterbridge roundabout, that would introduce additional development into the open countryside between SA4 and SA7, and between SA4 and the rural villages of Brimstage and Thornton Hough and the existing developed area at Clatterbridge Hospital.	N
870	SP064	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the east of the rural village of Barnston that would remove the remaining physical separation between Barnston and the existing developed areas along Storeton Lane and could affect the rural character and local distinctiveness of Barnston Conservation Area. Also includes part of the existing village, at Banks Farm and Banks Farm Cottages, which may have potential for infill development without any further impact on separation.	Y
871	SP065	Y	Y	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the north-east of the rural village of Barnston, that would remove the remaining physical separation between Barnston and the existing developed areas along Storeton Lane and could affect the rural character and local distinctiveness of Barnston Conservation Area.	Y
874	SP079	N	N	SA8	Remaining open areas, between the rural village of Raby and Raby Road, which would not reduce the separation with an adjacent urban Settlement Area or with the rural village of Thornton Hough but would introduce additional development outside the existing Infill Village (UDP GB7/4).	Y
877	SP062	N	N	Edge of SA7	Would not reduce the existing physical separation between Heswall (SA7) and Bebington (SA4) or reduce the existing minimum separation distance between Heswall (SA7) and the rural village of Barnston.	N

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878	SP071	N	N	Edge of SA7	Land to the west of the Bidston-Wrexham railway line, that would not reduce the separation with an adjacent urban Settlement Area but would remove the local separation between (urban) Barnston and Gayton (within the same Settlement Area) and between (urban) Barnston and the existing developed area at Chester Road. Also includes the existing developed area at Bridges House Farm, which may have potential for infill development without any further impact on separation.	Y
879	SP010	N	N	Edge of SA5	Would not reduce the existing minimum separation distance between Greasby (SA5) and Irby (SA7). Includes the existing developed area at Greenhouse Farm, which may have potential for infill development without any further impact on separation.	Y
881	SP061	Y	Y	SA8	Would not reduce the physical separation between Pensby (SA7) and Bebington (SA4) but would introduce additional development in the open countryside between Thingwall (SA7) and the rural village of Barnston and between Pensby (SA7) and the existing developed areas at Woodlands Drive and remove the separation between the existing developed areas in the Green Belt at Gills Lane Farm and Riding Centre and Woodlands Drive.	N
882	SP061	Y	Y	SA8	Largely enclosed site between the existing developed areas at Gills Lane Farm and Riding Centre and Thorncroft Drive, which would not reduce the physical separation between Pensby (SA7) and Bebington (SA4) but would introduce additional development in the open countryside between Thingwall (SA7) and the rural village of Barnston.	Y
883	SP061	N	N	Edge of SA7	Would not reduce the physical separation between Pensby (SA7) and Bebington (SA4) or the existing minimum separation distance between Pensby (SA7) and the rural village of Barnston but would remove the physical separation between Pensby (SA7) and the existing developed area in the Green Belt at Thorncroft Drive.	N
884	SP062	Y	N	Edge of SA7	Would not reduce the physical separation between Pensby (SA7) and Bebington (SA4) but would reduce the physical separation between Pensby (SA7) and the rural village of Barnston and between Pensby (SA7) and the existing developed areas in the Green Belt at Woodlands Drive.	N

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891	SP049	Y	N	Edge of SA4	Land to the north of the M53 Motorway, that would reduce the physical separation between Eastham (SA4) and Ellesmere Port (to the south of the M53 Motorway, in adjoining Cheshire West and Chester) and between Eastham (SA4) and the existing developed area in the Green Belt at Hooton (to the south of the M53 Motorway, in adjoining Cheshire West and Chester) and remove the separation between Eastham (SA4) and the existing developed area in the Green Belt at New Chester Road.	N
892	SP060	N	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the local separation between Irby and Pensby (within the same Settlement Area)	N
895	SP060	N	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area or the existing minimum separation distance between Irby and Pensby (within the same Settlement Area)	N
896	SP052	N	N	SA8	Part of existing developed area at Eastham Village, which may have potential for infill development without any further impact on separation, subject to Conservation Area controls.	Y
902	SP109	Y	N	Edge of SA7	Would (only marginally) reduce the physical separation between Gayton (SA7) and Parkgate and Neston (in adjoining Cheshire West and Chester).	N
904	SP015	Y	Y	Enclosed by SA6	Would not reduce the separation with an adjacent urban Settlement Area but would remove the local separation between the currently separate existing urban areas at Mannington Close and Birch Road/Rycroft Road (within the same Settlement Area) and reduce the local separation between the existing urban areas at Birch Road/Rycroft Road and Fornall's Green Lane (within the same Settlement Area).	N
907	SP058	N	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area.	N
918	SP002	N	N	Edge of SA5	Frontage to former garden nursery, largely enclosed by existing development in the Green Belt, which would not reduce the existing minimum separation distance between SA5 and SA6 or between SA5 and the rural village of Saughall Massie.	Y
920	SP024	Y	N	Edge of SA5	Would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) by 43% in the M53 Corridor.	N
921	SP024	Y	N	SA8	Would introduce freestanding development into the open countryside that would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) and the local separation between Moreton and Upton in the M53 Corridor (within the same Settlement Area).	N

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922	SP023	Y	N	Edge of SA5	Would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) by 32% in the M53 Corridor.	N
923	SP023	Y	N	Edge of SA5	Would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) by 35% in the M53 Corridor.	N
924	SP023	Y	N	SA8	Would introduce freestanding development into the open countryside in the M53 Corridor that would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3).	N
925	SP004	N	N	Enclosed by SA5	Would not reduce the existing minimum separation distance between SA5 and SA6 but would further enclose the rural village of Saughall Massie from the north, which could affect the character, appearance and distinctiveness of Saughall Massie Conservation Area. Includes the existing developed area in the Green Belt at Diamond Farm, which may have potential for infill development without any further impact on separation.	Y
927	SP008	Y	N	Edge of SA6	Would reduce the physical separation between Newton (SA6) and Greasby (SA5) and between Newton (SA6) and the rural village of Frankby.	N
928	SP055	N	N	Edge of SA4	Would not reduce the separation with an adjacent urban Settlement Area. Largely enclosed by existing development along Ferry Road, may have potential for infill development without any further impact on separation.	Y
929	SP015	N	N	Edge of SA6	Part of existing built-up frontage and would not reduce the separation with an adjacent urban Settlement Area.	Y
930	SP049	Y	N	Edge of SA4	Land to the north of the M53 Motorway, that would reduce the physical separation between Eastham (SA4) and Ellesmere Port (to the south of the M53 Motorway, in adjoining Cheshire West and Chester) and between Eastham (SA4) and the existing developed area in the Green Belt at Hooton (to the south of the M53 Motorway, in adjoining Cheshire West and Chester).	N
931	SP065	Y	N	Edge of SA7	Land between Brimstage Road and Lower Thingwall Lane, which would not reduce the separation with an adjacent urban Settlement Area but would reduce the physical separation between Thingwall (SA7) and the existing developed area in the Green Belt at Holmwood Aveue.	N
932	SP061	Y	N	SA8	Would not reduce the physical separation between Pensby (SA7) and Bebington (SA4) but would add to development in the open countryside between Thingwall (SA7), the existing developed area in the Green Belt at Woodlands Drive and the rural village of Barnston.	N

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938	SP065	Y	N	Edge of SA7	Would introduce additional development between Thingwall (SA7) and Prenton (SA4) and Thingwall (SA7) and the rural village of Landican, which would remove the physical separation between Thingwall (SA7) and the existing developed area in the Green Belt at Conwis Stables.	Y
943	SP096	Y	Y	Edge of SA7	Greenfield plot between existing developed areas in the Green Belt along Broad Lane. Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Heswall (SA7) and the Dee coast, to the west of the Wirral Way. May, however, have potential for infill development without any further impact on separation.	Y
945	SP075	N	N	SA8	Undeveloped area within existing Infill Village in the Green Belt which would not reduce the separation with an adjacent urban Settlement Area	Y
947	SP084	N	N	SA8	Undeveloped area within existing Infill Village in the Green Belt which would not reduce the separation with an adjacent urban Settlement Area	Y
1489	SP065L	N	N	SA8	Undeveloped area within existing Infill Village in the Green Belt which would not reduce the separation with an adjacent urban Settlement Area	Y
1546	SP060	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the local separation between Irby and Pensby (within the same Settlement Area)	N
1549	SP071	N	N	Edge of SA7	Open land to the west of the Bidston-Wrexham railway line, that would not reduce the separation with an adjacent urban Settlement Area but would remove the local separation between (urban) Barnston and Gayton (within the same Settlement Area) and between (urban) Barnston and the existing developed area at Bridges House Farm and Chester Road.	N
1551	SP033	N	N	SA8	Part of an existing built-up frontage at Little Storeton, which may have potential for infill development without any further impact on separation.	Y
1588	SP055	N	N	SA8	Would not reduce the separation with adjacent urban Settlement Area. Largely enclosed by existing development along Ferry Road, Mayfield Drive and the QE2 Dock with potential for infill development without any further impact on separation.	Y
1760	SP009	Y	N	SA8	Would introduce additional development into the open countryside between Greasby (SA5) and Irby (SA7).	N

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1761	SP009	Y	N	SA8	Would introduce additional development into the open countryside between Greasby (SA5) and Irby (SA7).	N
1762	SP009	Y	N	SA8	Would introduce additional development into the open countryside between Greasby (SA5) and Irby (SA7).	N
1763	SP009	Y	N	SA8	Would introduce additional freestanding development into the open countryside between Greasby (SA5) and Irby (SA7).	N
1764	SP059	N	N	Edge of SA7	Part of developed frontage along Thurstaston Road. Would not reduce the separation with an adjacent urban Settlement Area.	Y
1765	SP059	N	N	Edge of SA7	Part of developed frontage along Thurstaston Road. Would not reduce the separation with an adjacent urban Settlement Area.	Y
1766	SP059	N	N	Edge of SA7	Agricultural equipment yard. Part of developed frontage along Thurstaston Road. Would not reduce the separation with an adjacent urban Settlement Area.	Y
1767	SP071	N	N	Edge of SA7	Open land to the west of the Bidston-Wrexham railway line, that would not reduce the separation with an adjacent urban Settlement Area but would reduce the local separation between (urban) Barnston and Gayton (within the same Settlement Area).	N
1768	SP097	Y	Y	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce development into the open countryside between Heswall (SA7) and the Dee coast, to the west of the Wirral Way and remove the separation between existing developed areas in the Green Belt at Broad Lane, Banks Road and Mostyn Avenue.	Y
1769	SP049	Y	N	SA8	Would introduce additional development into the open countryside between the existing developed area in the Green Belt at New Chester Road and the M53 Motorway, that would reduce the physical separation between Eastham (SA4) and Ellesmere Port (to the south of the M53 Motorway, in adjoining Cheshire West and Chester) and between Eastham (SA4) and the existing developed area in the Green Belt at Hooton (to the south of the M53 Motorway, in adjoining Cheshire West and Chester).	N
1771	SP064	Y	N	Edge of SA7	Rear garden to existing residential property in the Green Belt. Would not reduce the separation with an adjacent urban Settlement Area but would (only marginally) reduce the separation between Heswall (SA7) and the rural village of Barnston, to the north.	N

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1772	SP097	Y	Y	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce development into the open countryside between Heswall (SA7) and the Dee coast, to the west of the Wirral Way and remove the separation between existing developed areas in the Green Belt at Mostyn Avenue and The Moorings.	Y
1773	SP097	Y	Y	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce development into the open countryside between Heswall (SA7) and the Dee coast, to the west of the Wirral Way and and remove the separation between existing developed areas in the Green Belt at Banks Road, Mostyn Avenue and The Moorings.	Y
1774	SP011	Y	N	Edge of SA7	Would reduce the physical separation between Irby (SA7) and Greasby (SA5).	N
1775	SP059	N	N	Enclosed by SA7	Would not reduce the separation with an adjacent urban Settlement Area or with the rural village of Thurstaston.	N
1776	SP009	Y	N	Edge of SA7	Would reduce the physical separation between Irby (SA7) and Greasby (SA5).	N
1777	SP033	N	N	Edge of SA4	Would not reduce the separation with an adjacent urban Settlement Area or reduce the existing minimum separation distance between Bebington (SA4) and the rural village of Storeton.	Y
1778	SP009	Y	N	Edge of SA7	Would reduce the physical separation between Irby (SA7) and Caldy (SA6).	N
1779	SP035	N	N	Edge of SA4	Would not reduce the separation with an adjacent urban Settlement Area or reduce the existing minimum separation distance between Bebington (SA4) and the rural village of Storeton.	N
1780	SP033	Y	N	SA8	Would introduce additional development into the open countryside, to the east of Storeton, that would reduce the physical separation between Bebington (SA4) and the rural village of Storeton. The existing developed areas at Storeton Hall Farm could, however, have potential for infill development without any further impact on separation.	Y
1781	SP007	Y	Y	Edge of SA5	Would reduce the physical separation between Greasby (SA5) and Irby (SA7) and remove the separation between Greasby (SA5) and existing developed areas in the Green Belt at Mill Lane, Hillbark Road and Ferndale Avenue.	N
1782	SP021	N	N	Edge of SA1	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Leasowe and the north Wirral coast, to the north of Leasowe Road.	N

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1783	SP059	Y	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside that would reduce the physical separation between the rural village of Thurstaston and Irby (SA7), which could affect the rural character and local distinctiveness of Thurstaston Conservation Area.	N
1784	SP059	Y	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Irby (SA7) and the rural village of Thurstaston.	N
1785	SP051	Y	N	Edge of SA4	Would introduce additional development into the open countryside between Eastham (SA4) and Ellesmere Port in adjoining Cheshire West and Chester	N
1786	SP051	Y	N	SA8	Would introduce additional development between Eastham (SA4) and Ellesmere Port in adjoining Cheshire West and Chester	N
1787	SP051	Y	N	SA8	Would introduce additional development between Eastham (SA4) and Ellesmere Port in adjoining Cheshire West and Chester	N
1788	SP072	N	N	SA8	Existing developed area, to the east of the Bidston-Wrexham railway line between Gayton (SA7) and the rural village of Thornton Hough, which would not reduce the separation with an adjacent urban Settlement Area	Y
1790	SP009	Y	N	SA8	Would introduce additional development into the open countryside between Greasby (SA5) and Irby (SA7).	N
1815	SP110	N	N	Edge of SA7	Part of an existing built-up frontage at Little Storeton, which may have potential for infill development without any further impact on separation.	Y
1816	SP025	Y	N	Edge of SA5	Gardens to existing residential properties at Ford Lane, adjacent to the M53 Motorway, which would reduce the physical separation between Upton (SA5) and Birkenhead (SA3) at one of the narrowest points in the M53 Corridor.	Y
1817	SP071	N	N	Edge of SA7	Open land to the west of the Bidston-Wrexham railway line, that would not reduce the separation with an adjacent urban Settlement Area but would reduce the local separation between Gayton and (urban) Barnston (within the same Settlement Area).	N
1818	SP017	Y	N	Edge of SA6	Would (only marginally) reduce the physical separation between Meols (SA6) and Moreton (SA5) and further reduce the separation between Meols (SA6) and existing development in the Green Belt, at Greenfields along Birkenhead Road.	N

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1819	SP030	Y	N	Edge of SA4	As submitted, would reduce the separation between Bebington (SA4) and Thingwall (SA4) and between Bebington (SA4) and the rural village of Little Storeton but a reduced area would not reduce the separation with an adjacent urban Settlement Area or reduce the existing minimum separation distance between Bebington (SA4), Little Storeton or the rural village of Storeton.	N
1821	SP065	Y	Y	Edge of SA7	Would introduce additional development into the open countryside, to the east of Brimstage Road, that would reduce the physical separation between Thingwall (SA7) and Prenton (SA3) and remove the separation between Thingwall (SA7) and the existing developed areas in the Green Belt at Lower Thingwall Lane.	N
1855	SP024	Y	N	Edge of SA5	Would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) in the M53 Corridor.	N
1880	SP030	Y	N	Edge of SA3	Would not reduce the separation with an adjacent urban Settlement Area but would reduce the physical separation between Prenton (SA4) and the rural village of Little Storeton.	N
1882	SP072	Y	N	SA8	Would not reduce the existing minimum separation distance with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Gayton (SA7) and the rural village of Thornton Hough and reduce the separation between the existing developed areas in the Green Belt at New Hall Nurseries and New Hall Manor, to the east of the Bidston-Wrexham railway line.	N
1925	SP066	N	N	SA9	Existing developed area in the Green Belt at Landican Village, to the south of Landican Lane, which may have potential for infill development without any further impact on separation.	Y
1927	SP065	Y	N	SA8	Would introduce additional development into the open countryside between Thingwall (SA7) and Prenton (SA3).	N
1928	SP053	N	N	Edge of SA4	Land between the existing developed areas in the Green Belt at Ferry Road and Seaview Avenue and the Dock Estate at Eatham (SA4), which may have potential for infill development without any further impact on separation	Y
1929	SP053	N	N	Edge of SA4	Part of an existing built-up frontage at Ferry Road, which may have potential for infill development without any further impact on separation	Y
1930	SP043	N	N	Edge of SA4	Would not reduce the existing minimum separation distance between SA4 and Heswall (SA7) or extend further west than existing development at Poulton-Spital or Raby Drive but would reduce the local separation between Poulton-Spital and Marfords Park (within the same Settlement Area)	N

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1932	SP060	N	N	Enclosed by SA7	Would not reduce the separation with an adjacent urban Settlement Area or the existing minimum separation distance between Irby and Pensby (within the same Settlement Area)	N
1933	SP015	N	N	Edge of SA6	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the west of Bispham Drive, that would reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area)	N
1934	SP015	N	N	Edge of SA6	Part of an existing built up frontage to the north of Fornall's Green Lane that would not reduce the separation with an adjacent urban Settlement Area but would reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area)	Y
1935	SP015	N	N	Edge of SA6	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the west of Fornall's Green Lane, that would further reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area). The existing developed areas towards Fornall's Green Lane could, however, have potential for infill development, without any further impact on separation	Y
1936	SP015	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside that would reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area).	N
1937	SP015	N	N	Edge of SA6	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside that would reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area).	N
1938	SP098	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would further remove the physical separation between Lower Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way.	N
1939	SP103	Y	Y	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would further remove the physical separation between Lower Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way and remove the physical separation between the existing developed areas in the Green Belt at Seabank Road and Riverbank Road.	N

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1940	SP100	Y	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development between Lower Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way and reduce the physical separation between the existing developed areas in the Green Belt at Park West and Seabank Road.	Y
1941	SP101	Y	Y	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development between Lower Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way and remove the physical separation between existing developed areas in the Green Belt at Seabank Road and Marine Drive/ Mossley Hey.	Y
1942	SP040	N	N	Edge of SA4	Would not reduce the existing minimum separation distance between Bebington (SA4) and Heswall (SA7) or extend further west than existing development at Brackenwood Road in Bebington.	N
1943	SP015	N	N	Edge of SA6	Would not reduce the existing minimum separation distance between SA5 and SA6 but would introduce additional development into the open countryside, to the north of West Kirby, that would reduce the local separation between Carr Lane and Fornall's Green Lane (within the same Settlement Area).	N
1944	SP013	N	N	Edge of SA6	Would not reduce the existing minimum separation distance between SA6 and SA5 or between SA6 and SA7 or extend further east than existing development at Caldly Road, to the south but would reduce the local separation between Caldly and Newton (within the same Settlement Area), which could affect the character, appearance and distinctiveness of Caldly Conservation Area (adjacent to the south).	N
1945	SP067	Y	N	Edge of SA5	Would reduce the existing minimum separation between Prenton (SA3) and Woodchurch (SA5), the separation between Prenton (SA3) and Thingwall (SA7) and the separation between Prenton (SA3), Woodchurch (SA5) and the rural village of Landican.	N
1946	SP062	Y	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the east of Pensby, that would reduce the physical separation between Pensby (SA7) and the rural village of Barnston and could affect the rural character and local distinctiveness of Barnston Conservation Area.	N
1947	SP045	N	N	SA8	Would not reduce the existing minimum separation distance between SA4 and Heswall (SA7) or extend further west than existing development at Poulton-Spital.	N

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1948	SP046	Y	N	Edge of SA4	Would not reduce the existing minimum separation distance between SA4 and Heswall (SA7), extend further west than existing development at Poulton-Spital or further south than existing development at Eastham but would (only marginally) reduce the physical separation between Eastham (SA4) and Willaston (to the south of the M53 Motorway, in adjoining Cheshire West and Chester)	N
1949	SP030	N	N	Edge of SA3	Land to the south of Prenton that would not reduce the separation with an adjacent urban Settlement Area.	N
1950	SP017	Y	N	Edge of SA5	Land to the west of Moreton that would reduce the physical separation between Moreton (SA5) and Meols (SA6) and almost remove the physical separation between Moreton (SA5) and Barn Hey Crescent (SA6). The existing developed areas in the Green Belt at Carr Lane may, however, have potential for infill development without any further impact on separation	Y
1951	SP074	Y	Y	SA8	Would introduce additional development into the open countryside, to the south of the rural village of Thornton Hough, that would remove the physical separation between the existing Infill Village at Thornton Hough and the existing Infill Village at Oxford Drive (UDP GB7/3), affect the rural character and local distinctiveness of Thornton Hough Conservation Area and reduce the physical separation between the rural vilages of Thornton Hough and Raby	N
1952	SP019	Y	N	Edge of SA7	Would (only marginally) reduce the existing minimum separation between Woodchurch (SA5) and Thingwall (SA7) (across Arrowe Park) but not the existing minimum separation between Greasby (SA5) and Irby (SA7)	N
1953	SP085	N	N	SA8	Existing developed area in the Green Belt, at Raby Village, which may have potential for infill development without any further impact on separation	Y
1954	SP066	Y	N	Edge of SA5	Would introduce additional development into the open countryside to the south of Woodchurch that would reduce the physical separation between Woodchurch (SA5) and Thingwall (SA7) and between Woodchurch (SA5) and the rural village of Landican.	N

SHLAA Ref	Strategic Parcel	Reduces physical separation Y/N	Removes physical separation Y/N	Location	Notes on separation impacts identified	Potential for Infill
1955	SP062	Y	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the south and west of the rural village of Barnston, that would reduce the physical separation between Pensby and Heswall (SA7) and the rural village of Barnston and could affect the rural character and local distinctiveness of Barnston Conservation Area. Also includes part of the existing village, to the rear of the Fox and Hounds Public House, which may have potential for infill development without any further impact on separation	Y
1956	SP062	Y	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside, to the north of Heswall, that would reduce the physical separation between Heswall (SA7) and the rural village of Barnston could affect the rural character and local distinctiveness of Barnston Conservation Area. The existing developed area at Carnsdale Farm may, however, have potential for infill development without any further impact on separation.	Y
1958	SP065	Y	N	SA8	Would introduce additional development into the open countryside, to the north the existing developed area at Thingwall Hospital, which would reduce the physical separation between Thingwall (SA7) and Prenton (SA4) and between Thingwall (SA4) and the rural village of Storeton.	N
1959	SP010	Y	N	Edge of SA5	Would reduce the physical separation between Greasby (SA5) and Irby (SA7). The existing developed area at Greenhouse Farm may, however, have potential for infill development without any further impact on separation	Y
1961	SP072	N	N	SA8	Would introduce additional development into the open countryside to the north and west of the existing Infill Village at Oxford Drive (UDP GB7/ 3) but would not reduce the physical separation between the Infill Village and Heswall (SA7) or between the Infill Village and the rural village of Thornton Hough. The existing developed areas at Lodge Farm would have potential for infill development without any further impact on separation	Y
1962	SP036	Y	N	SA8	Would reduce the physical separation between Bebington (SA4) and Thingwall and Heswall (SA7) and reduce the physical separation between Bebington (SA4) and the rural village of Storeton but would not extend further west than existing development at Prenton (SA3).	N

SHLAA Ref	Strategic Parcel	Reduces physical separation Y/N	Removes physical separation Y/N	Location	Notes on separation impacts identified	Potential for Infill
1963	SP041	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between Bebington (SA4) and Thingwall and Heswall (SA7), between Bebington (SA4) and the rural village of Brimstage and between the rural villages of Storeton and Brimstage but would not extend further west than existing development at Prenton.	N
1964	SP075	N	N	SA8	Undeveloped area within existing Infill Village in the Green Belt which would not reduce the separation with an adjacent urban Settlement Area	Y
1965	SP014	N	N	Edge of SA7	Would not reduce the existing minimum separation distance between SA5 and SA6 but would introduce additional development in the open countryside to the north of Farndon Drive and Gilroy Road that would reduce the local separation between Wets Kirby and Fornall's Green Lane (within the same Settlement Area)	N
1967	SP110	N	N	SA8	Would not reduce the existing minimum separation distance with an adjacent urban Settlement Area but would reduce the separation between Lower Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way. Could potentially be considered for infill development alongside the existing developed areas in the Green Belt to the east of Wittering Lane	Y
1968	SP104	Y	Y	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development between Gayton (SA7) and the west Wirral coastline, to the west of the Wirral Way and remove the physical separation between Gayton (SA7) and existing developed areas in the Green Belt at Riverbank Road	Y
1969	SP037	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between Bebington (SA4) and Thingwall and Heswall (SA7) and the physical separation between Bebington (SA4) and the rural villages of Storeton and Brimstage but would not extend further west than existing development in Prenton (SA3)	N
1970	SP079	Y	N	SA8	Part of field between the rural village of Raby and Raby Road, which would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development outside the existing Infill Village (UDP GB7/4) that would (only marginally) reduce the physical separation between the rural villages of Thornton Hough and Raby.	Y

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1971	SP065L	N	N	SA8	Undeveloped area within existing Infill Village in the Green Belt which would not reduce the separation with an adjacent urban Settlement Area	Y
1973	SP097	Y	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development between Lower Heswall (SA7) and the Dee coast, to the west of the Wirral Way and reduce the separation between existing developed areas in the Green Belt at Broad Lane and Sea Looms.	Y
1976	SP018	Y	N	Edge of SA6	As submitted, would reduce the physical separation between Meols (SA6) and Moreton (SA5).	N
1977	SP017	Y	Y	Enclosed by SA6	Would not reduce the physical east-west separation between Meols (SA5) and Moreton (SA5) but would remove the local separation between the currently separate existing urban areas at Barn Hey Crescent and Derwent Road (within the same Settlement Area).	N
1979	SP060	N	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the local separation between Irby and Pensby (within the same Settlement Area), along Irby Road	N
1980	SP059	N	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the local separation between Irby and Pensby (within the same Settlement Area), along Irby Road	N
1981	SP062	N	N	Edge of SA7	Would not reduce the physical separation with an adjacent urban Settlement Area or the existing minimum separation distance between Pensby and the rural village of Barnston	N
1982	SP064	Y	N	Edge of SA7	As submitted, would (only marginally) reduce the separation between Heswall (SA7) and Bebington (SA4) and reduce the physical separation between Heswall (SA7) and the rural village of Barnston	N
1983	SP013	N	N	SA8	Would not reduce the existing minimum separation distance between SA6 and SA5 or between SA6 and SA7 or extend further east than existing development at Caldby Road/ Pikes Hey Road, to the south but would reduce the local separation between Caldby and Newton (within the same Settlement Area), which could affect the character, appearance and distinctiveness of Caldby Conservation Area (adjacent to the south)	N
1984	SP042	N	N	Edge of SA4	Would not reduce the existing minimum separation between Bebington (SA4) and Heswall (SA7) or extend further west than existing development at Brackenwood Road in Bebington	N
2050	SP076A	N	N	SA8	Part of an existing major developed site in the Green Belt, at Clatterbridge Hospital, which would have no impact on the separation with an adjacent urban Settlement Area	Y

SHLAA Ref	Strategic Parcel	Reduces physical separation Y/N	Removes physical separation Y/N	Location	Notes on separation impacts identified	Potential for Infill
2073	SP111	N	N	SA8	Existing developed area which would have no impact on separation with an adjacent urban Settlement Area	Y
3002	SP049	N	N	SA8	Site including some existing developed areas which would have no impact on separation with an adjacent urban Settlement Area but which could introduce additional development in the open countryside between Eastham (SA4) and Ellesmere Port (to the south of the M53 Motorway, in adjoining Cheshire West and Chester)	Y
3003	SP001	N	N	Edge of SA5	Would not reduce the existing minimum separation distance between SA5 and SA6 or extend further west than existing development in Greasby but would further enclose the rural village of Saughall Massie from the south, which could impact on the character, appearance and distinctiveness of Saughall Massie Conservation Area.	N
3004	SP080	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between Raby Drive (SA4) and Gayton (SA7) and the physical separation between Raby Drive (SA4) and the rural villages of Thornton Hough and Raby	N
3007	SP003	N	N	Edge of SA5	Existing developed area, which would not reduce the physical separation with an adjacent urban Settlement Area or between the rural settlement of Saughall Massie and SA5 but could impact on the character, appearance and distinctiveness of Saughall Massie Conservation Area.	Y
3027	SP072	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between SA4 and SA7 and the physical separation between Barnston (SA7) and the rural village of Thornton Hough	N
3028	SP052	N	N	SA8	Existing developed area, which would not reduce the physical separation with an adjacent urban Settlement Area or between the rural settlement of Eastham Village and SA4 but could impact on the character, appearance and distinctiveness of Eastham Village Conservation Area	Y
3044	SP097	Y	N	SA8	Backland site to the rear of an existing developed area at Broad Lane which would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development into the open countryside between Lower Heswall (SA7) and the Dee coast, to the west of the Wirral Way	Y

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3045	SP097	Y	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would introduce additional development between Lower Heswall (SA7) and the Dee coast, to the west of the Wirral Way and reduce the separation between existing developed areas in the Green Belt at Broad Lane, Sea Looms and Target Road Sewage Works	N
3046	SP089	Y	N	Edge of SA7	Would reduce the separation between Gayton (SA7) and Parkgate and Neston (in adjoining Cheshire West and Chester)	N