

Strategic Parcel	Reduces physical separation Y/N	Removes physical separation Y/N	Location	Notes on separation impacts identified	Potential for Infill
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
SP002	Y	Y	Between SA5 & SA6	Would remove the physical separation between Moreton (SA5) and Meols (SA6) and further enclose the rural village of Saughall Massie from the west, which could affect the character, appearance and distinctiveness of Saughall Massie Conservation Area.	N
SP003	N	N	Edge of SA5	Existing rural village of Saughall Massie. Would not reduce the existing minimum separation distance between SA5 and SA6 but may have potential for infill development, without any further impact on separation, subject to Conservation Area Controls.	Y
SP004	N	N	Enclosed by SA5	Would not reduce the existing separation between SA5 and SA6 or extend further west than existing development at Garden Hey Road 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.	N
SP005	N	N	Edge of SA5	Would not reduce the existing separation between SA5 and SA6 or extend further west than existing development at Garden Hey Road 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.	N
SP006	Y	Y	Between SA5 & SA6	Would remove the physical separation between Greasby (SA5) and Newton (SA6) and the physical separation between Greasby (SA5), Newton (SA6) and the rural village of Frankby, which could affect the character, appearance and distinctiveness of Frankby Conservation Area.	N
SP007	Y	Y	Edge of SA5	Would reduce the physical separation between Greasby (SA5) and Newton (SA6) and between Greasby (SA5) and Irby (SA7) and remove the physical separation between Greasby (SA5) and the rural village of Frankby, which could affect the character, appearance and distinctiveness of Frankby Conservation Area.	N
SP008	Y	Y	Edge of SA6	Would reduce the physical separation between Newton (SA6) and Greasby (SA5) and between Newton (SA6) and Irby (SA7) and remove the physical separation between Newton (SA6) and the rural village of Frankby, which could affect the character, appearance and distinctiveness of Frankby Conservation Area.	N
SP009	Y	Y	Edge of SA7	Would reduce the physical separation between Irby (SA7) and Greasby (SA5) and between Irby (SA7) and Caldby (SA6), which would effectively remove the physical separation between Irby (SA7) and Caldby (SA6) due to existing development in the Green Belt at SP012 and remove the physical separation between Irby (SA7) and the rural village of Thurstaston, which could affect the character and appearance of Thurstaston Conservation Area.	N
SP010	Y	N	Edge of SA5	Would reduce the physical separation between Greasby (SA5) and Irby (SA7).	N
SP011	Y	N	Edge of SA7	Would reduce the physical separation between Irby (SA7) and Greasby (SA5).	N
SP012	N	N	Edge of SA6	Existing developed area, which may have potential for infill development, without any further impact on separation.	Y

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SP013	N	N	Enclosed by 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 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
SP014	N	N	Edge of SA6	Would not reduce the existing minimum separation distance between SA5 and SA6 but would extend further north than existing development at Farndon Drive and Gilroy Road	N
SP015	Y	N	Edge of SA6	Would reduce the physical separation between SA6 and SA5 and remove the local separation between West Kirby and Hoylake and Meols (within the same Settlement Area).	N
SP016	N	N	Enclosed by SA6	Would not reduce the separation with an adjacent urban Settlement Area but would remove the local separation between Hoylake and West Kirby (within the same Settlement Area), along part of the west Wirral coastline, which is currently preserved by a narrow strip of Green Belt across an existing built up area.	N
SP017	Y	Y	Between SA5 & SA6	Would remove the physical separation between Moreton (SA5) and Meols (SA6).	N
SP018	Y	Y	Between SA5 & SA6	Would remove the physical separation between Moreton (SA5) and Meols (SA6) along the north Wirral coastline.	N
SP019	Y	Y	Between SA5 & SA7	Would remove the physical separation between Greasby (SA5) and Irby (SA7).	N
SP020	Y	Y	Between SA5 & SA7	Would remove the physical separation between Woodchurch, Upton and Greasby (SA5) and Thingwall (SA7).	N
SP020A	N	N	Edge of SA5	Existing developed area already designated as a Major Developed Site in the Green Belt (UDP GB9/1), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Major Developed Site	Y
SP021	Y	Y	Between SA1 & SA5	Would remove the physical separation between Wallasey (SA1) and Leasowe (SA5) along the north Wirral coastline.	N
SP022	Y	Y	Between SA1 & SA5	Would reduce the physical separation between Leasowe (SA5), Bidston Moss (SA2) and Suburban Birkenhead (SA3) and remove the physical separation between Wallasey (SA1) and Leasowe (SA5), in the M53 Corridor.	N
SP023	Y	N	Edge of SA5	Would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) in the M53 Corridor.	N
SP024	Y	N	Edge of SA5	Would reduce the physical separation between Moreton (SA5) and Suburban Birkenhead (SA3) in the M53 Corridor and further reduce the separation between Moreton and Upton (within the same Settlement Area).	N
SP025	Y	N	Edge of SA5	Would reduce the physical separation between Upton (SA5) and Suburban Birkenhead (SA3) in the M53 Corridor.	N
SP026	Y	N	Edge of SA5	Would reduce the physical separation between Woodchurch (SA5) and Suburban Birkenhead (SA3) in the M53 Corridor.	N
SP027	Y	N	Edge of SA2 & SA3	Would reduce the physical separation between Suburban Birkenhead (SA3) and Moreton (SA5) and between Suburban Birkenhead (SA3), Bidston Moss (SA2) and Leasowe (SA5) in the M53 Corridor.	N
SP028	Y	N	Edge of SA3	Would reduce the physical separation between Suburban Birkenhead (SA3) and Moreton and Upton (SA5) in the M53 Corridor.	N
SP029	Y	N	Edge of SA3	Would reduce the physical separation between Suburban Birkenhead (SA3) and Upton and Woodchurch (SA5) in the M53 Corridor.	N
SP030	Y	Y	Edge of SA3 & SA4	Would reduce the physical separation between Bebington (SA4) and Thingwall (SA7) and remove the separation between Prenton (SA3), Bebington (SA4) and Little Storeton but would not extend further west than existing development in Prenton (SA3).	N

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SP031	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between Bebington (SA4) and Thingwall (SA7) but would not extend further west than existing development in Prenton (SA3).	N
SP032	N	N	SA8	Existing rural village of Little Storeton, which may have potential for infill development, without any further impact on separation.	Y
SP033	Y	Y	Edge of SA4	Would reduce the physical separation between Bebington (SA4) and Thingwall and Heswall (SA7) and remove the physical separation between Bebington (SA4) and the rural villages of Storeton and Little Storeton but would not extend further west than existing development in Prenton. Previously developed areas at Lever Causeway and Storeton Village may have potential for infill development, without any further impact on separation.	Y
SP034	N	N	SA8	Existing rural village of Storeton, which is already designated as an Infill Village in the Green Belt (UDP GB7/5) and may have potential for further infill development, without any further impact on separation.	Y
SP035	Y	N	Edge of SA4	Would not reduce the existing minimum separation distance between Bebington (SA4) and Thingwall (SA7) or extend further west than existing development at Stanley Avenue but would reduce the physical separation between Bebington (SA4) and Little Storeton	N
SP036	Y	Y	Edge of SA4	Would reduce the physical separation between Bebington (SA4) and Thingwall and Heswall (SA7) and remove the physical separation between Bebington (SA4) and the rural village of Storeton but would not extend further west than existing development in Prenton (SA3).	N
SP037	Y	N	Edge of SA4	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.	N
SP038	Y	N	Edge of SA4	Would (only marginally) reduce the physical separation between Bebington (SA4) and Heswall (SA7) and reduce the physical separation between Bebington (SA4) and the rural village of Brimstage but would not extend further west than existing development at Bracken Lane in Bebington.	N
SP039	N	N	Edge of SA4	Would not reduce the minimum separation distance between Bebington (SA4) and Heswall (SA7) or the minimum separation distance between Bebington (SA4) and the rural village of Brimstage or extend further west than existing development at Bracken Lane in Bebington.	N
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
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) and reduce the separation between Bebington (SA4) and the rural village of Brimstage but would not extend further west than existing development in Prenton (SA3).	N
SP042	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 Brackenwood Road in Bebington.	N
SP043	N	N	Enclosed by 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
SP044	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 Raby Mere and Poulton-Spital (within the same Settlement Area).	N

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SP045	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.	N
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 Raby Drive 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
SP047	N	N	Edge of SA4	Would not reduce the existing minimum separation distance between Eastham (SA4) and Willaston or the existing development in the Green Belt at Hooton (to the south of the M53 Motorway, in adjoining Cheshire West and Chester) or extend further west than existing development at Brookhurst Avenue.	N
SP048	N	N	Edge of SA4	Would not reduce the existing minimum separation distance between Eastham (SA4) and Willaston or the existing development in the Green Belt at Hooton (to the south of the M53 Motorway, in adjoining Cheshire West and Chester) or extend further west than existing development at Eastham Rake.	N
SP049	Y	N	Edge of SA4	Would reduce the physical separation between Eastham (SA4) and Ellesmere Port and the existing development in the Green Belt at Hooton (to the south of the M53 Motorway, in adjoining Cheshire West and Chester), although the majority would not extend any further south than existing development at Norley Avenue or further east than existing development at New Chester Road.	N
SP050	Y	Y	Edge of SA4	Would remove the physical separation between the residential areas in Eastham (SA4) and the industrial area at Hooton Park, Ellesmere Port (in adjoining Cheshire West and Chester), further enclosing Eastham Village to the south, which could affect the character, appearance and distinctiveness of Eastham Village Conservation Area.	N
SP051	Y	N	Edge of SA4	Would reduce the physical separation between the residential areas in Eastham (SA4) and the industrial area of Hooton Park in Ellesmere Port (in adjoining Cheshire West and Chester), further enclosing Eastham Village to the east, which could affect the character, appearance and distinctiveness of Eastham Village Conservation Area.	N
SP052	N	N	Enclosed by SA4	Existing rural village of Eastham, which may have potential for infill development, subject to Conservation Area controls.	Y
SP053	N	N	Enclosed by SA4	Existing developed area, part of which is already designated as an Infill Village in the Green Belt (UDP GB7/2). May have potential for further infill development, without any further impact on separation, subject to any further impact on Eastham Village Conservation Area (adjacent to the south).	Y
SP053A	N	N	Enclosed by SA4	Existing developed area, already designated as an Infill Village in the Green Belt (UDP GB7/2). May have potential for further infill development, without any further impact on separation, subject to any further impact on Eastham Village Conservation Area (adjacent to the south).	Y
SP054	N	N	Enclosed by SA4	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the local separation between Wirral International Business Park, the residential areas of Eastham and the industrial areas associated with the Manchester Ship Canal (within the same Settlement Area).	N
SP054A	N	N	SA8	Existing developed area already designated as a Major Developed Site in the Green Belt (UDP GB9/4), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Major Developed Site	Y

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SP055	N	N	Enclosed by SA4	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the local separation between Wirral International Business Park and the industrial areas associated with the Manchester Ship Canal (within the same Settlement Area).	N
SP056	Y	Y	Edge of SA6	Would reduce the physical separation between Caldby (SA6) and Irby and Heswall (SA7) and remove the physical separation between Caldby (SA6) and the rural village of Thurstaston, which could affect the character, appearance and distinctiveness of Thurstaston Conservation Area.	N
SP057	N	N	SA8	Existing rural village of Thurstaston, which may have potential for infill development, with no further impact on separation, subject to Conservation Area Controls.	Y
SP058	Y	Y	Edge of SA7	Would reduce the physical separation between Heswall (SA7) and Caldby (SA6) and remove the physical separation between Heswall (SA7) and the rural village of Thurstaston, which could affect the character, appearance and distinctiveness of Thurstaston Conservation Area.	N
SP059	Y	Y	Edge of SA7	Would not reduce the existing minimum separation distance between Irby (SA7) and Caldby (SA6) but would remove the physical separation between Irby, Pensby and Heswall (SA7) and the rural village of Thurstaston, which could affect the character, appearance and distinctiveness of Thurstaston Conservation Area. Would also remove the local separation between Irby, Pensby and Heswall (within the same Settlement Area).	N
SP059A	N	N	Edge of SA7	Existing developed area at Pensby High Schools, which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Major Developed Site	Y
SP060	N	N	Enclosed by SA7	Would not reduce the separation with an adjacent Settlement Area but would remove the local separation between Irby and Pensby (within the same Settlement Area).	N
SP061	Y	Y	Edge of SA7	Would not reduce the physical separation between Thingwall (SA7) and Prenton (SA3) or Bebington (SA4) or extend further west than existing development in Thingwall or Heswall but would reduce the physical separation between Thingwall (SA7) and the rural village of Barnston and remove the physical separation between Thingwall (SA7) and existing development in the Green Belt at Woodlands Drive, which could affect the character, appearance and distinctiveness of Barnston Village Conservation Area	N
SP062	Y	Y	Edge of SA7	Would not reduce the physical separation between Heswall (SA7) and Bebington (SA4) or extend further west than existing development at Heswall but would remove the physical separation between Pensby and Heswall (SA7) and the rural village of Barnston, which could affect the character, appearance and distinctiveness of Barnston Village Conservation Area.	N
SP063	N	N	SA8	Existing rural village of Barnston, which may have potential for infill development, without any further impact on separation, subject to Conservation Area controls.	Y
SP064	Y	Y	Edge of SA7	Would reduce the physical separation between Heswall (SA7) and Bebington (SA4) and remove the physical separation between Heswall (SA7) and the rural village of Barnston, which could affect the character, appearance and distinctiveness of Barnston Village Conservation Area.	N

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SP065	Y	Y	Edge of SA7	Would reduce the physical separation between Thingwall (SA7) and Prenton (SA3) and Bebington (SA4) and remove the physical separation between Thingwall (SA7) and the rural villages of Barnston and Landican, which could affect the character, appearance and distinctiveness of Barnston Village Conservation Area. Parts of the parcel, towards the rural village of Barnston, are already developed, including a Major Developed Site (UDP GB9/3) and existing Infill Villages (UDP GB7/1), which may have potential for further infill development, subject to Conservation Area controls. The rural village of Landican may also have potential for infill development, without any further impact on separation.	Y
SP065K	N	N	SA8	Existing developed area already designated as a Major Developed Site in the Green Belt (UDP GB9/3), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Major Developed Site, although a large area of land within the designated area remains undeveloped	Y
SP065L	N	N	SA8	Existing developed area already designated as an Infill Village in the Green Belt (UDP GB7/1), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Infill Village	Y
SP065N	N	N	SA8	Existing developed area already designated as an Infill Village in the Green Belt (UDP GB7/1), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Infill Village	Y
SP066	Y	Y	Between SA5 & SA7	Would reduce the physical separation between Thingwall (SA7) and Suburban Birkenhead (SA4) and remove the physical separation between Woodchurch (SA5), Thingwall (SA7) and the rural village of Landican. The rural village of Landican may, however, have potential for infill development, without any further impact on separation.	Y
SP067	Y	Y	Edge of SA3 & SA5	Would reduce the physical separation between Prenton (SA3) and Thingwall (SA7) and remove the physical separation between Prenton (SA3), Woodchurch (SA5) and the rural village of Landican.	N
SP068	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Thingwall (SA7) and Prenton (SA3) and Thingwall (SA7) and Bebington (SA4).	N
SP069	Y	Y	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Heswall (SA7), Prenton (SA3) and Bebington (SA4) and the rural villages of Storeton and remove the physical separation between Heswall (SA7) and the rural village of Brimstage. The rural village of Brimstage could have potential for infill development, without any further impact on separation.	Y
SP070	Y	N	Edge of SA7	Would introduce development into the open countryside, to the east of the Bidston-Wrexham railway line, that would reduce the physical separation between Heswall (SA7), Bebington and Bromborough (SA4).	N
SP071	N	N	Enclosed by SA7	Would not reduce the separation with an adjacent urban Settlement Area or the minimum separation distance between Gayton (SA7) and Parkgate and Neston (in adjoining Cheshire West and Chester) but would remove the remaining local separation between Barnston and Gayton (within the same Settlement Area), to the west of the Bidston-Wrexham railway line.	N

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SP072	Y	Y	Edge of SA7	Would introduce development into the open countryside, to the east of the Bidston-Wrexham railway line, that would reduce the physical separation between Heswall (SA7), Bebington and Bromborough (SA4), Neston (in adjoining Cheshire West and Chester) and the rural village of Brimstage and remove the physical separation between Heswall (SA7) and the rural village of Thornton Hough, which could affect the character, appearance and distinctiveness of Thornton Hough Conservation Area. Existing development at Oxford Drive, is identified as an existing Infill Village in the Green Belt (UDP GB7/3), which may have potential for further infill development, without any further impact on separation.	Y
SP072A	N	N	SA8	Existing developed area already designated as an Infill Village in the Green Belt (UDP GB7/3), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Infill Village	Y
SP073	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between Heswall (SA7) and Neston (in adjoining Cheshire West and Chester) and the separation between Neston and the rural village of Thornton Hough.	N
SP074	Y	Y	SA8	Would introduce development into the open countryside that would and reduce the physical separation between Heswall (SA7) and Eastham (SA4) and between the rural villages of Thornton Hough and Raby and Neston (in adjoining Cheshire West and Chester) and remove the physical separation between Thornton Hough and Raby, which could affect the character, appearance and distinctiveness of Thornton Hough Conservation Area.	N
SP075	N	N	SA8	Existing rural village of Thornton Hough, which is already identified as an existing Infill Village in the Green Belt (UDP GB7/3) and may have potential for further infill development, without any further impact on separation, subject to Conservation Area controls.	Y
SP076	Y	Y	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Bebington (SA4) and Heswall (SA7) and remove the physical separation between the rural villages of Brimstage and Thornton Hough, which could affect the character, appearance and distinctiveness of Thornton Hough Conservation Area. Part of the parcel, at Clatterbridge Hospital, is already identified as a Major Developed Site in the Green Belt (UDP GB9/2), which may have potential for further development, without any further impact on separation. The rural village of Brimstage may also have potential for infill development, without any further impact on separation.	Y
SP076A	N	N	SA8	Existing developed area already designated as a Major Developed Site in the Green Belt (UDP GB9/2), which would not reduce the separation with an adjacent Settlement Area unless development was allowed outside the existing defined Major Developed Site	Y
SP077	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Bebington (SA4) and Heswall (SA7). The rural village of Brimstage may have potential for infill development, without any further impact on separation.	Y
SP078	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Poulton-Spital (SA4) and Heswall (SA7).	N
SP079	Y	Y	SA8	Would introduce development into the open countryside that would reduce the physical separation between Raby Mere (SA4) and Heswall (SA7) and remove the physical separation between the rural villages of Thornton Hough and Raby, which could affect the character, appearance and distinctiveness of Thornton Hough Conservation Area.	N

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SP080	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Raby Mere (SA4) and Heswall (SA7).	N
SP081	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Raby Mere (SA4) and Heswall (SA7).	N
SP082	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Raby Mere (SA4) and Neston and Willaston (in adjoining Cheshire West and Chester).	N
SP083	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Raby Mere (SA4) and Neston (in adjoining Cheshire West and Chester).	N
SP084	N	N	SA8	Existing rural village of Raby, which is already identified as an existing Infill Village in the Green Belt (UDP GB7/4) and may have potential for additional infill development, without any further impact on separation.	Y
SP085	Y	N	SA8	Would introduce development into the open countryside that would reduce the physical separation between Raby Mere (SA4) and Neston (in adjoining Cheshire West and Chester) and between the rural village of Raby and Willaston (in adjoining Cheshire West and Chester).	N
SP086	Y	N	SA8	Would introduce development into the open countryside that would reduce physical separation between Raby Mere (SA4) and Neston (in adjoining Cheshire West and Chester) and between the rural village of Raby and Willaston (in adjoining Cheshire West and Chester).	N
SP087	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce physical separation between Bromborough (SA4) and Willaston (in adjoining Cheshire West and Chester) and the rural village of Raby and Willaston.	N
SP088	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Eastham (SA4) and Willaston (in adjoining Cheshire West and Chester).	N
SP089	Y	N	Edge of SA7	Would reduce the physical separation between Gayton (SA7) and Parkgate and Neston (in adjoining Cheshire West and Chester), which could affect the character, appearance and distinctiveness of Gayton Conservation Area.	N
SP090	N	N	Edge of SA7	Existing rural village of Gayton, which may have potential for infill development, without any further impact on separation, subject to Conservation Area controls.	Y
SP091	N	N	SA8	Existing rural village of Frankby, which may have potential for infill development, without any further impact on separation, subject to Conservation Area controls.	Y
SP092	N	N	Edge of SA6	Would not reduce the separation with an adjacent urban Settlement Area but would remove the separation between Caldby (SA6) and the west Wirral coastline, to the west of the Wirral Way. The existing developed area at Shore Road may have potential for infill development, without any further impact on separation.	Y
SP093	Y	N	Edge of SA6	Would not reduce the existing minimum separation distance between SA6 and SA7 but would reduce the separation between Caldby (SA6) and Heswall (SA7) and remove the separation between Caldby (SA6) and the west Wirral coastline, to the west of the Wirral Way.	N
SP094	Y	N	SA8	Would introduce development into the open countryside, to the west of the Wirral Way, that would reduce the physical separation between between Caldby (SA6) and Heswall (SA7).	N
SP095	Y	N	SA8	Would introduce development into the open countryside, to the west of the Wirral Way, that would reduce the physical separation between between Caldby (SA6) and Heswall (SA7).	N

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SP096	Y	N	Edge of SA7	Would not reduce the existing minimum separation distance between SA6 and SA7 but would reduce the separation between Heswall (SA7) and Caldy (SA6) and between Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way. The existing developed area, to the north of Broad Lane, may have potential for infill development, without any further impact on separation.	Y
SP097	N	N	SA8	Would not reduce the separation with an adjacent urban Settlement Area but would reduce the separation between Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way. Existing developed areas, to the west of Broad Lane, may however, have potential for infill development, without any further impact on separation.	Y
SP098	Y	Y	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would reduce the physical separation between 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.	N
SP099	N	N	Edge of SA7	Existing developed area, to the west of the Wirral Way, between Lower Heswall and the west Wirral coastline, which may have potential for infill development without any further impact on separation.	Y
SP100	Y	N	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would further reduce the physical separation between Lower Heswall (SA7) and the west Wirral coastline, to the west of the Wirral Way and reduce the physical separation between existing developed areas in the Green Belt. The existing developed areas in the Green Belt at Marine Drive/ Mossley Hey may, however, have potential for infill development, without any further impact on separation.	Y
SP101	Y	Y	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would reduce 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 Marine Drive and Seabank Road.	N
SP102	N	N	Edge of SA7	Existing developed area, to the west of the Wirral Way, between Lower Heswall and the west Wirral coastline, which may have potential for infill development without any further impact on separation.	Y
SP103	Y	Y	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would reduce 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. The existing developed area at Riverbank Road may have potential for infill development without any further impact on separation.	Y
SP104	Y	Y	Edge of SA7	Would not reduce the separation with an adjacent urban Settlement Area but would reduce the physical separation between Gayton (SA7) and the west Wirral coastline, to the west of the Wirral Way and remove the physical separation between Gayton (SA7) and the existing developed areas in the Green Belt at Riverbank Road and Cottage Drive. The existing developed area at Riverbank Road may have potential for infill development without any further impact on separation.	Y
SP105	N	N	SA8	Existing developed area, to the west of the Wirral Way, between Lower Gayton and the west Wirral coastline, which may have potential for infill development without any further impact on separation.	Y
SP106	Y	N	Edge of SA7	Would reduce the physical separation between Gayton (SA7) and Parkgate and Neston (in adjoining Cheshire West and Chester) and the physical separation between Gayton (SA7) and the west Wirral coastline, to the west of the Wirral Way.	N

Strategic Parcel	Reduces physical separation Y/N	Removes physical separation Y/N	Location	Notes on separation impacts identified	Potential for Infill
SP107	Y	N	Edge of SA1 & SA2	M53 Motorway roundabout at Bidston Moss. Would reduce the physical separation between Bidston Moss (SA2) and Leasowe (SA5), in the M53 Corridor.	N
SP108	N	N	Enclosed by SA1	Would not reduce the existing minimum separation distance between Wallasey (SA1) and Leasowe (SA5) or extend further west than existing development at Greeleas Primary School or Cross Lane Industrial Estate.	N
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
SP110	N	N	Edge of SA7	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. Existing developed areas towards Park West may, however, have potential for infill development, without any further impact on separation.	Y
SP111	Y	N	SA8	Would introduce development into the open countryside, to the west of the M53 Motorway, that would reduce the physical separation between Poulton-Spital (SA4) and Heswall (SA7).	N